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EXCLUSIVE: The legendary Ian Birch returns with probably his wackiest creation yet: a twin-engined Caddy van...



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COVER IMAGE:
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ISSUE: March 2016

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BADLY DUBBED

We've got another issue rammed full of unique VAG goodness for you this month including an exclusive look at the world's first and only body-dropped Amarok (p8) from Rayvern Hydraulics, one of the most powerful Polos ever created in Don Octane's near 1200bhp quarter-mile slayer (p38), an inside look at Tarox's reworked Mk7 GTI (p26), one of America's dopest Mk3s (p30) and Europe's cleanest Mk1 Golf (p50).

Elsewhere we have a pair of unusual Caddys from South Africa (p70), a couple of fired-up Golfs from across the Pond (p88), there's event coverage from Essen and SEMA, plus your chance to win a bunch of Ramair goodies – including a full 2.0-litre TFSI induction kit! Finally, we review VW's amazing T5 California, while contributor Mike Clements takes a closer look at Ian Birch's latest twin-engined creation: a rather unassuming but completely bonkers Caddy van (p56). There's plenty of other interesting stuff inside but I don't want to give it all away here.

We also need your help. It's come to our attention that some of you have been struggling to find the magazine, so if that's the case then we'd like to hear about it. Please drop us an email (pvw@unity-media.com) letting us know where you're located and which retail outlets you can't find us in. For the record, all good shops should be able to get the magazine for you. If you turn to page 130 there's a form you can fill out and pass on to them in order to ensure they hold a copy for you. Enjoy the issue!

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PVW is published by Unity Media plc for all owners, drivers and

enthusiasts of VW performance cars. It is entirely independent of manufacturers, dealers and associated clubs or affiliations. And we speak as we find...

DISTRIBUTION

Seymour Distribution Ltd. If you have trouble finding PVW in the UK please contact: 020 7429 4000 or csu@seymour.co.uk
For overseas queries: Seymour International Ltd
TEL: 020 7429 4000 **EMAIL:** intl.query@seymour.co.uk
PRINTED: William Gibbons & Sons Ltd

While every effort is made in compiling PVW, the publishers cannot be held responsible for errors or omissions.

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Unity Media Communication Ltd, UK, c/o USACAN Media Dist. Srv. Corp. at 26 Power Dam Way Suite S1-S3, Plattsburgh, NY 12901. Periodicals postage paid at Champlain NY and at additional mailing offices. **POSTMASTER:** Send address changes to Performance VW, Unity Media Plc, The Manor, Nepicar House, London Road, Wrotham Heath, Sevenoaks, Kent, TN15 7RS **TEL:** 01732 748000.
SUBSCRIBE ONLINE: www.performancevwmag.com

ISSN: 1364-2502

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PVW (established Oct 1996) is published by Unity Media PLC

Performance VW is available for international licensing and syndication.
EMAIL: hlaws@unity-media.com

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26 GREATNESS REFINED

We're already desperate for a Mk7 project car so Tarox's awesome demo isn't exactly helping...

30 THE LONG ROAD

Dylan Fotter was certainly in the wars when it came to building his Mk3 but he came out smiling with one heck of a cool car.

38 THE DON

Part Polo, part Golf R32, German tuner Don Octane's near-1200bhp featherweight drag car is as terrifying as it is mind-bendingly impressive.

48 DREAM BOAT

If you looked up the definition of 'Euro-look' then surely there would be a full page devoted to photos of Marc Joosten's stunning Mk1. We've got the world exclusive...

56 DOUBLE PENETRATION

This twin-engined Caddy van proves Ian Birch's addiction to creating hardcore VW porn is still rampant!

70 THE BROTHER HOOD

Following our visit to South Africa last issue and the debut of a rather unique Mk1 Caddy, we now have two more outrageous pick-ups from the same company!

80 HOME FRONT

The editor was itching to test out VW's run-out T5 California pop-top to see if it still offered the same all-round character that made the early Bay Windows such a cult hit.

88 BACKDRAFT

When your full time job entails risking life and limb putting out fires and rescuing people, this modifying car lark we call a hobby has got to be a walk in the park, right? Don't ask us, try the two owners of these rather seriously modified VWs...

97 SEMA VS ESSEN

How do you compare America's massive SEMA show with Europe's Essen event? This is how: in a head to head show report focusing on both shows' plus and minus points. Are you sitting comfortably?



GIVEAWAY



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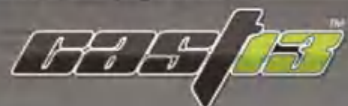
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Don't confuse Rayvern's body-dropped Amarok with the mass of new-age VAG projects laying low with air-ride. This is the most extreme lowering project we've ever seen from the UK with a staggering 450mm drop!

Words: Neil Hunt Photos: Ade Brannan





Perhaps more than any other air-ride supremo, Ray Ramsey of Rayvern Hydraulics has a lot to live up to. Having essentially brought air suspension to the UK VW scene 20 years ago (after developing his own setup in the US), Ray has a serious rep.

"I could have created a Mk6 or Mk7 with a lairy-coloured leather interior with my eyes closed but no matter how well it'd have been engineered, it would have just been an 'also-ran' on the show circuit," Ray tells us. "It'd have been done in a day or two and there would have been no challenge. After a few older VWs – like my Jetta [which graced the cover of PVW 01/08] – I knew we had to do something really mad this time. Those who've known me a while often say I can be a bit eccentric, and that's why we wanted to really blow this project out of the park and create something so extreme only Rayvern could have built it; no one else would be this bloody minded to see it through. The custom car scene knew my company from our insane mini-trucks of the Eighties and I wanted to go that low with a modern VW."

Ray tells us that once a guy asked him to drop an old Mazda mini-truck and that he wanted it

lower than his nearest rival, whose mini-truck already sat with the sills on the floor. Ray duly obliged and engineered the shell so it didn't really have sills at all and on full drop, it was the door bottom that scraped the ground as you opened it. That's how much Ray loves a challenge!

Now we have to confess for having a bit of man-love for Ray. We've known him more years than we care to admit to and one of the coolest things about him is that you just never know what he'll come up with next. Every time we visit his workshop (hidden in deepest Fenland), there's always an eclectic mix of bizarre projects: air-cooled VWs rub noses with US hot rods and modern hot hatches at any one time, and that's not even including Ray's own projects stashed away in the barn.

THE BASE MODEL

Back in 2012, when Ray told us that Rayvern wanted something 'New Age', we knew there'd be no half measures. Ray smiles as he recalls how it all started: "I thought that a project Passat or bigger Audi just wasn't mad enough; the Amarok had only just come out the year before, so it was the perfect proposition to chop up into pieces!"



Ray started his search and quickly realised that his dream of a Toffee brown model would be dashed by the fact that they were all only available in the highest spec at that particular time. In fact, the local VW dealer told Ray that there were only 51 around at that time in brown. "I didn't want the fancy chrome bars and bumpers, though, but fortunately a dealer in London got in touch and told me of an oddball Amarok he had coming in. It was brown but a base Startline model. However, the factory

WORK IN PROGRESS

Read the feature and still can't get your head around exactly what a body drop actually involves? Don't worry, it went over our heads the first couple of times Ray explained it. Thankfully the guy likes to photograph every step of the chop, so these photos should help spell it out to you... hopefully!





We remember when we first saw a normal Amarok on the road a few years ago. Our first thought was 'bloody hell it's massive!'. Imagine what we said when we first saw Ray's Slamarok sitting on the floor!

order from the supplying dealer had seen every option added to it, yet it still had all the base model external features. Basically, it was a base model with most of the extras on (which account for the premium model being £12k more normally)." It had to be fate...

The innocent Amarok had only 587 miles on the clock and was blissfully unaware of what was about to come its way. Before the truck was delivered, Ray had already done the research and borrowed a brand-new Amarok for

the day and stripped the suspension off it to assess how he'd tackle his when it arrived. Ray's concerns started there: "Because it's 4WD, the driveshafts have plenty of travel. But because I was planning on such an extreme drop, you're expecting so much more travel from the components such as the suspension arms, and very quickly I could see I would run out of travel before the truck even hit the floor. We realised in those few hours just how much reengineering would be needed."

**"I WANTED TO CREATE
SOMETHING SO EXTREME ONLY
RAYVERN COULD HAVE BUILT IT"**



THE PREP

Starting by taking the front struts off and just letting the truck drop, Rayvern quickly found it left the sills four inches off the ground. And that four inches equated to 88mm – the crucial amount Ray and the crew would need to cut out of most of the body shell to ‘body drop’ the Amarok. This is where Rayvern really steps up and others flounder. “We knew we’d be looking to run 22” rims on the Amarok to fill the arches, so we needed a benchmark wheel to use with the same rolling diameter to trial fit. The back was cool and I knew we could create enough clearance to get a 22” tucked hard, but the front was a different matter: a 22” wheel would actually have come all the way up through the engine bay and out of the top of the bonnet with a full 457mm drop to get the sills on the floor. The only way around this would be to run a staggered setup of 20s up front and 22s on the rear. With a mock-up wheel at each end before the first cuts were made, Rayvern pulled the wings off and started welding

braces across the structure and making a jig to ensure the shell wouldn’t twist and move when the chassis and body were cut up.

“We started with an airbag strut on the front but that didn’t give anywhere near enough travel,” Ray says. “Plus, the physical space was so cramped (thanks to the 4WD) that it just wasn’t possible so we had to revert to hydraulic rams and a fluid dispersal system where the reservoirs would be in the back under the bed. The way we’ve got the hydraulics tuned now, the ride quality is easily as good as air but it’s instant lift and drop and there’s no waiting for a noisy air pump to fill a tank.”

THE STRIP DOWN

“Next, we took the rear bed off to reveal the rear chassis that was running leaf springs from the factory,” Ray continues. “The rear axle was removed to make way for the extreme clearance Rayvern would need to lift the rear beam 18”. With big lows, some cars need what’s called a

chassis notch. This is where (largely on FWD cars) a section of the chassis is removed to allow driveshafts clearance to move up and not catch. Normally on a FWD car that means cutting a small amount from the inner wing area/chassis leg and then welding it back up for strength with a closing piece. In Ray’s case, from the factory the rear chassis of the Amarok has two giant old-school ladder ‘girders’ that the rear suspension all hangs from and the rear bed sits on. Now, if this was a normal lowering job, Rayvern might have taken a relief notch out of these rails to give clearance for the rear beam axle. But because this drop is so extreme, Rayvern had to cut the whole chassis rail completely, and effectively made a bridge shape from new metal to weld in place, creating what’s called a ‘step notch’. Ray – being Ray – has massively over engineered the notch, too; the standard steel thickness of the factory chassis rail is around 2mm. Ray’s new steel is nearly quarter of an inch thick.



THE MAGIC

Rayvern binned the factory rear leaf springs which the rear axle used to mount to, and instead, Ray created what's called a parallel four-bar link rear setup.

To do this he set the rear ride height to the 'drive height' and then, after careful measuring, made four new suspension link arms with adjustable ends. These parallel link arms connect the rear axle to the chassis. By using four bars running parallel, as the truck is lowered the wheels can only move up and down in a straight line and won't pull forward in the arch or try and bend the rear propshaft. The arms are adjustable to refine the geometry of the whole thing.

"We wanted to do something trick at the back, even though no one would ever see it," Ray explains. "Instead of just running airbags, I designed a cantilever system that would use 'lever' arms to magnify the effect of the airbags to give the massive drop."

"The most extreme drop I can achieve with a conventional airbag is around 8" but I needed another 10" extra (18" in total). I achieved this by using hydraulics, too, as part of the cantilever setup. The hydraulic ram acts as a booster to aid the airbags. So the hydraulic arm extends and lifts the truck but once lifting and dropping duties are over, the hydraulic arm locks solid and then the airbag helps give a soft ride. With the back end also running dampers, the ride quality is as close to factory, if not better."



DUB DETAILS

ENGINE AND TRANSMISSION: Factory 2.0-litre TDI engine and gearbox

CHASSIS: Wolftrace Renaissance wheels: 22x10" (285/35 tyre) rear and 20x9.5" (245/30 tyre) front. Rayvern Hydraulics full custom air and hydraulic hybrid suspension setup on rear with cantilever arms. Air-ride front struts with raised A-arms. C-sectioned rear chassis rails and notched front inner wings. Sectioned mounts for engine and gearbox. Rear suspension converted to four-link setup

EXTERIOR: Body-dropped setup with 88mm taken from rear chassis section to lower rear bumper mount etc. Same at front end to lower radiators, headlights and bumper. Cab area has 88mm removed from everything. Custom rear bed covers and trim panels over suspension setup

INTERIOR: Relocated dash, modified seat mounts, relocated pedals, raised centre console (transmission tunnel), seat belt mounts and steering column. Modified doorcards, pillar trims and carpet

SHOUT: Wolftrace Wheels (www.wolftrace.com), Rayvern Hydraulics (www.rayvernhydraulics.co.uk), Devilish Detail for making the truck look show-ready, Mike at Kleen Freaks for supplying the polish to make the truck shine





Above: Interior looks pretty normal, right? Look more closely. See how shallow the footwell is? How high the seats are to the bottom of the dash? And that's not mentioning the lengthened pedals, the shortened steering column, the list goes on and on and on...

Far right: A bloke



THE BODY CHOP

Although Rayvern had gained the full drop it needed to get the Amarok sills on the floor, the rear chassis section of the truck needed lowering the magic 88mm (4") to drop the rear bumper mount and bed mounts down further or they'd have been too high.

But the hardest part of the build was still to come, as Ray tells us: "When you body drop a vehicle, no one realises just how much needs doing. You're effectively chopping a 4" (88mm) slice from the waistline of the truck body to lower it over the chassis. With the section removed and the whole thing welded back up, the roofline is lower so the seats need to be dropped 88mm. The brake servo, clutch pedal and accelerator are all too low and need lifting 88mm. The steering column is in the wrong place, too, and so we needed to strip the assembly, before machining 40mm off it to allow it to move further away from the driver."

THE HIDDEN DETAIL

Don't forget, the whole dash needs to move, too. No small feat in itself. But climbing into the Amarok cab, you'd never know: it feels factory in here! As a consequence of the dash moving and the modified transmission tunnel, there was no room for the massive heater/air-con system and so Ray had to reengineer that, too. All these jobs go unseen but take days at a time.

Ray tells us: "The hardest part of all this work was ensuring all the electronics still worked. I didn't want any compromises with this vehicle compared to the factory model. Under the bonnet there were so many problems, things that you just don't think of straightaway when you first plan a project like this. Crazy jobs like having to 'section' the washer bottle to give enough clearance so the front tyre wouldn't hit it."

And on the other side it was even more severe: the tyre came up so far on full drop that Ray had to do some plastic surgery to the air box. As he was doing the work, Ray even sent us a photo looking up from under the wheelarch into the engine bay showing how he'd even had to trim the air filter down at one end to fit in his newly modified and lifted air box. Even the battery had to be moved, as there wasn't enough room to lift it enough to get out of the way of the tyre top. The engine and gearbox mounts all needed cutting and sectioning or the engine would have come through the bonnet. Ray says: "Back in the day, it was okay for the mini-trucks to have a bulge or even the motor top popping through the bonnet but the Amarok was totally different and Ray was resolute that it



"THERE WERE SO MANY PROBLEMS, THINGS THAT YOU JUST DON'T THINK OF STRAIGHTAWAY WHEN YOU FIRST PLAN A PROJECT LIKE THIS"

had to follow factory lines. Mind you, it's a close call: the top engine hoses literally touch the underbonnet sound deadening!"

What Ray tackles head on would have most of us floundering. He talks about how he ran out of travel on the front suspension 'A' arms and while most of us would consider that as being the truck's way of telling us that was as low as it was going to go, not Ray. "The 'A' arms were at a crazy angle: almost vertical. So to gain even more drop, I cut the 'A' arm mounts off, and moved them 20mm further up to gain the extra drop I needed to touch the sills on the floor," he reveals.

The last job under the bonnet was the front end. After everything else was moved, Ray's job was, as he put it, to "just chop the front off the chassis and move it all down 88mm, taking with it the front panel, radiators and headlights before welding it all back in its new place."

Unseen is the huge amount of work that has gone into lifting the transmission tunnel, crossmembers, propshaft mounts and chassis rails, which all had to be lifted by 88mm. The

fuel tank would hang too low and had to be lifted, too, but that meant cutting out the floor to create room for the tank. And that wasn't all. The fuel neck was now too short and had to be sectioned, just like so many other parts.

The last area for attention was relatively easy for Ray in comparison to what he'd tackled over the last three years. "I'd trimmed the interior panels shorter, which was no small job because they become a different shape when you cut them down and many times they didn't fit properly straight away. Even the carpet needed to be trimmed. To put it in perspective, have a look in the cab in the photos. You can see that the footwell isn't very deep and the seats are level with the top of the centre console. In isolation you don't notice it so much but if you had a stock one next to ours you'd really see it. One of the funny quirks is where the seatbelts mount at the bottom. After taking the 88mm from the cab area, the old seatbelt mounting points would have been outside the cab! We've had to fabricate over-engineered mounts and reinforcement to mount the seatbelts back in."



ON THE DOWN LOW

Ray's not one for deadlines for his own projects. He'll pull out all the stops for customers but his own vehicles are just as and when he has time. "I had managed to keep this quiet for so many years with only those closest to me knowing about it," he says. "When Wheel Whores asked me to come to Ultimate Stance at the end of last year I was flattered but nervous as to what people would make of it. I'd heard a rumour earlier last year that someone was building a slammed Amarok but I didn't think anyone would be as mad as me to do this amount of work. I've totted up the hours I've spent on it and it came to 763 hours! That's why I don't think anyone would bother because the cost would just be off the scale. I like challenging myself to do what shouldn't be possible and overcome what would have normal air-ride specialists stumped if they truly wanted to rest the sills on the floor."

We watched as the Wheel Whores stand at Ultimate Stance was filled with Dubbers who all did double-takes at Ray's 'Slamarok'. Some just nodded and nudged their mates in appreciation while others just stopped in their tracks, baffled by how Ray's taken 18" off the factory ride

height. But even spending an hour pouring over the truck at the show couldn't do the insane workmanship justice. It's the work under the bed, inside the cab and under the bonnet that means no one in the UK – or even worldwide – can take Ray's crown. In terms of hours alone – or the cost that would equate to – Ray's admitted nothing he's ever tackled has tested him like his epic Slamarok. The only trouble now is Ray (as anyone knows him will testify to) barely makes one show a year and for him the pleasure is in the creation of crazy projects, not showing them off. He openly admits he hates driving but loves building cars. Hell, he even turned up at Ultimate Stance with the Slamarok unwashed. Thankfully the guys at Devilish Detail and Kleen Freaks soon had it looking its best for the show and these photos which we bagged there.

The truck now needs someone to take it off Ray's hands and get out there and show it off, demonstrating the incredible talent Ray has and that the UK can still repeatedly break the mould. We guess the sale will also help fund the next project, whatever that may be. How do you top this though? Only Ray has the answer to that! ●





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INTRODUCING

Hot off the press, *Introducing* highlights our new favourite things of the month...



THE VOLKSWAGEN BUDD-E CONCEPT

Now we're not usually ones to get that excited about concept cars as they so rarely make it to production without being massively watered down but Volkswagen's new BUDD-e concept that debuted at the CES event in Las Vegas interested us. Or rather, blew our minds!

The BUDD-e is the first car to be based on the Modular Electric Drive Kit (MEB) platform, VW's move towards building all-new electric vehicles rather than squeezing motors and batteries in to regular cars. The four-wheel drive all-electric vehicle boasts a 110kW motor at the front and a 125kW one at the rear and has a range of 533km. The batteries are mounted on the floor, giving more freedom in design and good weight distribution. VW says that the batteries can be charged to 80% capacity in just 30 minutes – a huge jump in making pure electric vehicles useful.

But what is a big deal is the BUDD-e is the first car in the Internet of Things (yes, we had to Google it too!). Put simply, the Internet of Things is the network of objects, devices, vehicles and even buildings that can talk to each other. The presentation at CES highlighted such incredible features as the car knowing what's in your fridge at home and being able to show you it, the car being able to show you who is ringing your doorbell and allow you to talk to them and the way its technology integrates with every passenger's phones and tablets. Using the Volkswagen Travel App it is possible to program songs to start at specific points on your route for example. Equally amazing is the gesture control for all the buttons and features and the fact you can ask the car to do things such as open or close a door by talking to it and so much

more it genuinely makes our brains hurt!

Put simply, it's probably the most confusing concept car we've ever read about and it took a lot of time watching YouTube videos from CES to even understand as little as we do!

Inside it's as futuristic as you would expect, with HD screens covering the 'dashboard' – not that it resembles what we know as a dashboard in any way at all. VW says that the BUDD-e is a 'window in to 2019' so will we be driving cars like this in just three years? Maybe not in this particular style of vehicle (how many Micro Bus-style concepts have there been over the years?) but considering the tech involved with the Internet of Things actually exists, it looks quite likely. All we know for sure is, we're going to have to start reading the instruction manuals when we get press cars in!



WHAT'S NEW?



TIG TIG TIG... BOOM!

Another concept car we really liked the look of recently is the Tiguan GTE Active that debuted at the North American International Auto Show (NAIAS) in Detroit.

We absolutely love the Tiguan as it is (so much so, in fact, that Elliott is on his second example as a company car) and while we love seeing them slammed to the floor, we also have always thought they would look great

jacked up a bit and toughened up.

The GTE Active does exactly that with more ground clearance, chunkier wheels, trick 4Motion settings and all-new bodywork. Furthermore, as it's from the GTE family, power is from a 148bhp TSI as well as having over 160bhp worth of electric power. We seriously wouldn't mind seeing this concept being made real!



ULTIMATE DUBS

Ultimate Dubs, what do we need to say that hasn't already been said? It's the UK show season opener, it's held at the Telford International Centre on the evening of 12th March and during the day on the 13th and it gets better every year. Find out more at www.ultimate-dubs.co.uk. Best of all, we've got three pairs of tickets to Ultimate Dubs to give away. Email pww@unity-media.com and we'll pick three people at random.



STRAIGHT TALKING

Eibach has got the solution for lowered Mk5/6 platform cars suffering from too much negative camber. The forged arm offers an additional 2.5 degrees of positive camber with an cross-axis ball joint on one end and a high durometer bonded rubber bushing on the other to maintain a factory standard ride. It also features a provision to receive the OE wire harness and it costs £206.82. Visit www.eibachshop.co.uk for more information.



CAT'S OUT THE BAG

British brand Ramair doesn't just make air filters and things to do with getting air in your engine, it also makes exhaust parts too and this is its latest – a high-flow downpipe for the Mk7 GTI and R. It's made from TIG-welded 304-grade stainless with CNC-machined billet flanges and two-part V-band construction. It also features a 200-cell FIA-approved sports cat for improved gas flow and thus more power and costs £500. Log on to www.ramair-filters.co.uk



LIGHT UP

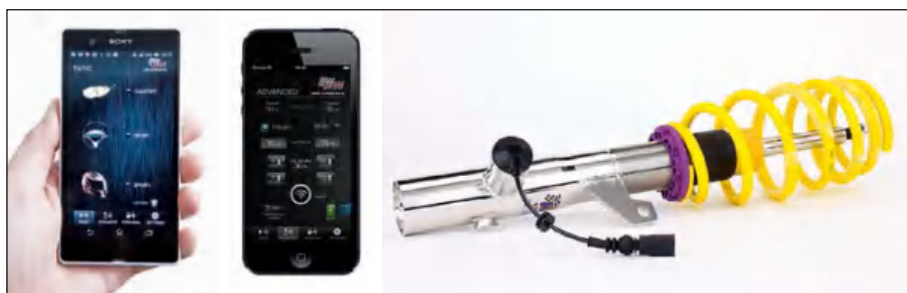
These dark red R Line-style tail lights from Eurowagens are just the thing to change up the rear end of your Mk6. No coding or adapters are needed and the lights are fully E-marked and UK MoT legal, something that was previously an issue for those looking for the Euro-spec LED tails. They're priced at £329.99 but if you quote 'PWV15' when ordering you'll get 15% off – result! Get over to www.eurowagens.com for more information and to order a pair.

Got a product, service or offer you want our readers to know about?
Email pvw@unity-media.com with all the details and we'll make it happen



FLGNTLT

FLGNTLT might be a confusing name to spell but boy does it make some awesome car culture-related clothing. The blog is the sister brand of the gigantic German wheel supplier Felgen Outlet and as well as having cool content it also produces possibly the biggest range of car gear we've ever seen including; T-shirts, tank tops, hoodies, sweatshirts, jackets, hats, stickers, air-fresheners... even boxer shorts! Check it all out over at www.flgntlt.com



SWITCH UP

Own an Audi RS3 8V? Then you might want to know that KW has added it to its range of DDC coilover kits. KW's DDC ECU allows you to replace your stock suspension with a set of KW's finest coilovers but retain the functionality of your selectable suspension button on the dash. The DDC ECU allows you to adjust the damping of the coilovers remotely with Comfort, Sport and Sport+ pre-sets or you can adjust it to your

own preference with the downloadable App. The stainless-steel KW DDC ECU coilover kit allows a continuous lowering of up to 35mm, is TÜV approved and costs £2585. Log on to www.kwsuspensions.co.uk for more information.

We tested the DDC setup on a Scirocco and an A7 a little while ago and were impressed with how well it works and how different each setting felt, it's impressive stuff for sure.



JE DESIGNED

We can't remember the last time we ran a JE Design press release in the magazine but if the German tuning house is now turning out builds like this Leon Cupra ST that debuted at Essen a little while back then we'll be showcasing a lot more!

The wide-body kit is made up of new bumpers, three-part bumper attachments, massive wheel arch flares (front and rear), side skirts in a carbon-look and a rear apron with two moulded diffusers, and we don't know about

you but we think it looks badass!

Exhaust, wheels and suspension kits are all offered too but what we think is interesting is the performance upgrade available – JE's software takes the ST to 350hp and 440Nm with a top speed of 175mph. And it isn't just the power that grabs us, either, it's the fact it includes a two-year warranty on the engine drivetrain and transmission too. Get over to www.je-design.de for more information.



PILOTI SHOES

If you're serious about your driving then a pair of driving shoes is a worthwhile investment. The Piloti brand was founded in 1999 and its shoes were worn by some of the world's top racing drivers and now, the brand has been relaunched bigger and better than before. What makes Piloti's shoes special is the patented Roll

Control spherical heel cushion and supports that have been developed in the world of endurance racing to not only increase driver comfort in the car but make the all-important heel and toe motion easier and more comfortable too.

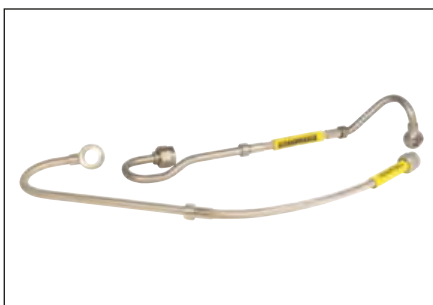
There are three lines – Performance, Casual and Luxury – which range from out-and-out

motorsport shoes with fire-resistant DuPont Nomex lining to leather and suede designs that look like normal shoes but still feature the Roll Control technology. If you're a track day racer then you need to check them out. Prices start at £115 and for more information log on to www.piloti.uk.com



MODEL MAYHEM

There aren't many more iconic motorsports Golfs than the Kamei Mk1. While we can't afford to build a replica of the real one that tore up Group 2 back in the day, we can afford to build this kit from Japanese model expert Tamiya. It's based on Tamiya's super-popular M-05 chassis which means it's easy to build, reliable and there are loads of hop-up parts for it too. The kit is £125 or with the radio gear etc it's £199.99. Visit www.hobbyco.net to get one!



FUEL CRISIS

VW Heritage has teamed up with Goodridge to offer a brand-new 'fuel filter to accumulator' and 'accumulator to fuel pump' stainless solid fuel lines suitable for all K-Jet Mk2 16v and early 8v GTI models. Exclusively manufactured for VW Heritage in stainless solid fuel line, with Goodridge's signature stainless steel hose in place of the original rubber and finished off with stainless banjos and fittings, it costs £99.95. Hit up www.vwheritage.com for more.



WHEELIE GOOD

3SDM has really hit the ground running with its new 3SDM Forged line. This is the latest design, dubbed the 3.01 from the FX Series and we think it looks the absolute business! All the 3SDM Forged wheels are manufactured in-house right here in the UK and are available in a ridiculous amount of sizes from 13" to 22" with offsets, finishes and everything else all being custom. Point your browser at www.3sdm.co.uk for more information.

Got a product, service or offer you want our readers to know about?
Email pvw@unity-media.com with all the details and we'll make it happen



TIME PIECE

We've featured a couple of Bavarian Crono's watches already in these pages but seeing as we love them, here's another one for you to take a look at. This one is based on the speed of everyone's favourite, the original Camper. We especially like the oil filler cap-style watch crown and watch geeks will like that it's hand-made with a Swiss-made quartz movement. It costs £175 and for more information visit www.classiccarspeedometerwatcher.co.uk

CAMERA... ACTION!

Sometimes it's the simplest ideas that work the best isn't it? After seeing the problems other drivers were having with keeping cameras secure on track days, racer Chris Dymond came up with this. Headrest Mount does exactly what it says on the box and as it utilises the industry standard quarter-inch tripod mount thread, any camera will fit. Because the headrest mount attaches to the seat it's track day approved, so if you want to capture your on-track antics you can do so

without the marshals giving you grief. You can adjust the camera on all four axis and should you want to, mount more than one camera to it. Other versions are in the works including one for bucket seats but for now, prices for the regular model shown here start at £120. There are four colours available and there's even the option to spec up a custom one, so for more information, get your special internet helmet on and take to the track over at www.headrestmount.co.uk



INSTAREPLAY

What was life like before Instagram? We're not sure we can remember if we're totally honest. What did we all do on our phones before we could scroll through awesome car shots for hours on end? Talk to each other? Pah! We're starting a new regular slot in the mag called 'ZZInstaReplay' and we need your Instagram shots to put in it. All you have to do is use the hashtag 'PVWINSTAREPLAY' in whatever you post up on Instagram and we'll grab some of the best we spot every month to highlight right here in these pages. Whether it's your own car, half-finished project shots, your new wheels sitting in your lounge, the antics you and your friends get up to at a show, babies reading the mag, your dog, whatever, if it's cool and we like it, we'll be grabbing it and giving you a shout out in the process. Go on then, get posting (don't worry, we're fully expecting people to hashtag shots of themselves in their pants...).



THREE'S COMPANY

Even though the new shape Audi RS3 was only released a few months ago, those metal heads down in Gloucester, Forge Motorsport, have wasted no time in creating a new intercooler from scratch for it. Using a huge bar and plate core, Forge's engineers were able to knock between 25 and 30 degrees off the inlet temperatures, which had the knock-on effect of producing more power – nearly 20bhp with no other modifications. Not too shabby if you ask

us! As you would expect from the good people at Forge, the kit comes complete with all the parts necessary for the installation, including a genuine Audi crash bar modified in-house to accommodate the new intercooler. The intercooler is priced at £1057 and www.forgemotorsport.co.uk (or .com if you live on the other side of the Atlantic) is where you need to go. Well, not literally where you go, where you point your internet machine...



1000's
OF WHEELS IN STOCK
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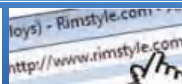
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GREATNESS

R E F I N E D

We're already desperate for a Mk7 project car so Tarox's awesome demo isn't exactly helping...

Words: Jarkle Photography: Chris Wallbank

The Golf GTI is more than just a car, it's a full-blown automotive icon, an institution. This revolutionary hatch has garnered a reputation for excellence, performance and poise that rival manufacturers can only dream of. To put it simply, many have tried to usurp Wolfsburg's chosen son but none have succeeded. The latest generation is the Mk7 and, much as you might have expected, it's hit the ground running, clawing its way to the top of the hot hatch sector within months of going on sale. Of course, while GTIs have always been good fresh out-of-the-box the car's true trump card has long been how well they respond to careful modification and the aftermarket scene that's sprung up to cater for GTI-badged VWs is now one of the largest and most innovative in the world.

The Mk7 Golf you see here is undoubtedly one of the best realised in Europe today, and that's all thanks to the amount of engineering nous that's been invested in it. That's almost entirely down to Tarox, a firm that can now claim to make some of the best brake setups available anywhere in the world. It believes that the best means to showcase their array of products is by showing them in action, and what better way to do this than by building a top-drawer show car?

Nick Counsell, MD of Tarox UK, opted for the Golf GTI for a number of reasons, though the prestige and heritage associated with those three little letters certainly played a large role, as did the optional performance pack and its associated trick diff, hike in power and larger discs, calipers and master cylinder. "The majority of the testing was carried out at Monza, with our team of engineers and developers paying close attention to the Golf's brake setup and how it could be improved upon," explains Nick.

With the Golf's standard stopping capabilities assessed and noted, the team at Tarox set about cooking up a brand-new brake kit for the car, one that would build upon the stock hardware already in situ. The end result is a system that blends the best bits from VW and Tarox's respective ranges, with 360mm two-piece front discs (20mm larger in diameter than the stock equivalents), lightweight alloy bells and machined steel billet rotors that are actually unique to Tarox. The OE cast iron calipers were ditched and replaced with stunning eight-pot versions in a natty shade of red, and while there's no doubting that these bring about a visual improvement, their most impressive trait is that they're a massive 5kg lighter per corner! That last point largely sums up Tarox's whole ethos rather nicely: improved performance coupled with lightweight, meticulously designed braking components.

With the brakes sorted, the Golf was driven back to the UK for further assessment and development. It was here that the look and theme of the car was conceived and finalised, with Nick going to great lengths to ensure that it wouldn't fall into the same trap as other demo cars from so many rival firms. "Manufacture demos can sometimes be a bit sedate as they tend to concentrate on their own products and then add a smattering of company logos. My plan was always to take the car on as if it was my own, using my own influences to shape the car while ensuring it stayed true to our motorsport roots."

Although undoubtedly well regarded in the VW and wider European tuning scene, Tarox is also well-known and respected in the Far East, particularly in Japan. The need to appeal to customers from wildly different areas of the world led to an important realisation, namely combining the traditionally very distinct tuning styles of Europe and Japan could result in a demo car that was both effective and representative of the Tarox brand across the globe. In essence Nick was setting out to create a JDM-influenced Golf – a tall order in anyone's book!

Tackling the performance side of the car's dual personality was made all the easier thanks to Tarox's close association with some of Europe's most respected purveyors of aftermarket gear, and Nick and the team wasting little time in swapping the



Have we mentioned how much we want a Mk7 GTI to play with? Well, we really, really want a Mk7 GTI...



standard springs and dampers for a far more advanced set of XTA coilovers from the suspension gurus at ST. Chassis dynamics are everything when it comes to building a car like this, and getting it just right takes a considerable amount of skill and hard-won knowledge. Go too soft and you'll be left with a deeply uninspiring setup that'll take two bites out of every bump and wallow its way through flowing bends; too firm and you'll create a skittish car that's hard to hustle with any consistency, not to mention be deeply unpleasant to drive on a daily basis. Fortunately the ST's range of coilovers and ARBs represent an almost endless scope for adjustment and fine tuning, with the XTA package coming with adjustable top mounts to dial in camber, plus a set of roll bars front and rear. SuperPro bushes replaced the stock rubber ones while the standard wheels, while undoubtedly nicely designed, were deemed too heavy. "A one-piece wheel was deemed essential in order to maximise clearance," Nick recalls. "Luckily Richard at Cast13 had just the style we were after in the form of its classic seven-spoke RB1, a wheel made all the better by a custom coat of bronze."

Wheel choice is a highly subjective (sometimes downright contentious) thing, of course, but we've a feeling that few will argue with the Cast13's now slung under each arch. Their considerable width, 8.5" at the front and 9.5" at the rear, mean that space is at a premium and that clearance is tight but they look perfectly at home on the Golf and provide the ideal home for those massive front brakes.

Tarox's tinkering had improved upon the GTI's already excellent handling traits and everyone involved was sure that it was now in the position to handle a bit more power... a lot more as it turned out. Modern cars might be light years ahead of their predecessors in terms of finesse and tech but the core principles of making an engine perform better remain the same: more air in by means of a refined induction setup; and a free-flowing exhaust to allow gasses to exit at speed. The former was handled by APR, the firm supplying a stunning carbon fibre inlet to funnel extra air into the high-revving 2.0 twin-cam, while Scorpion provided one of its turbo-back stainless systems, with a de-cat thrown in for good measure. APR's technical team also went to town on the car's ECU, giving it a comprehensive remap to allow it to exploit the hardware newly bolted into place. The result? 350bhp, a massive 125bhp hike over the standard figure plus a suitably hefty increase in peak torque to boot. The only down side to this number crunching was that the OE clutch simply couldn't cope and had to be replaced, hence why you'll now find a Sachs performance unit now slotted into place instead.

The Tarox team then looked to the Far East for bodywork inspiration, a good move as Japanese car culture has long majored on extreme aero kits. Striking the right balance between motorsport-style aggression and function over form exuberance can be tricky when it comes to the murky world of bodywork but here Nick was in safe hands once again, able to call on Ryan and the team at Garage Midnight for some help and advice.

"Discussions with Ryan convinced us that the Voomeran kit was ideal for the Golf and he shipped one over to the UK right away," Nick explains. "We have really tried to balance an OEM feel but with a hint of JDM. What would VW make if they did a Japanese-only model GTI, as Honda does with its Civic Type R."

Building a car with one set aim and singular purpose is relatively easy. You're free from restrictions and can simply remove anything that isn't essential or fit for purpose. Building a car like this Golf, a car that needs to be both quick and refined at all times, well that's an altogether much tougher proposition. There's little doubt that Tarox has well and truly succeeded, though, the finished car seamlessly blending automotive styles that, on the face of it at least, appear totally disparate and impossible to reconcile.

"What I like the most is the car has achieved exactly what it set out to from the start; a company demonstrator that has been modified in all areas to improve all aspects of the car while maintaining usability, with some unique styling thrown in for good measure," says Nick with a chuckle ●

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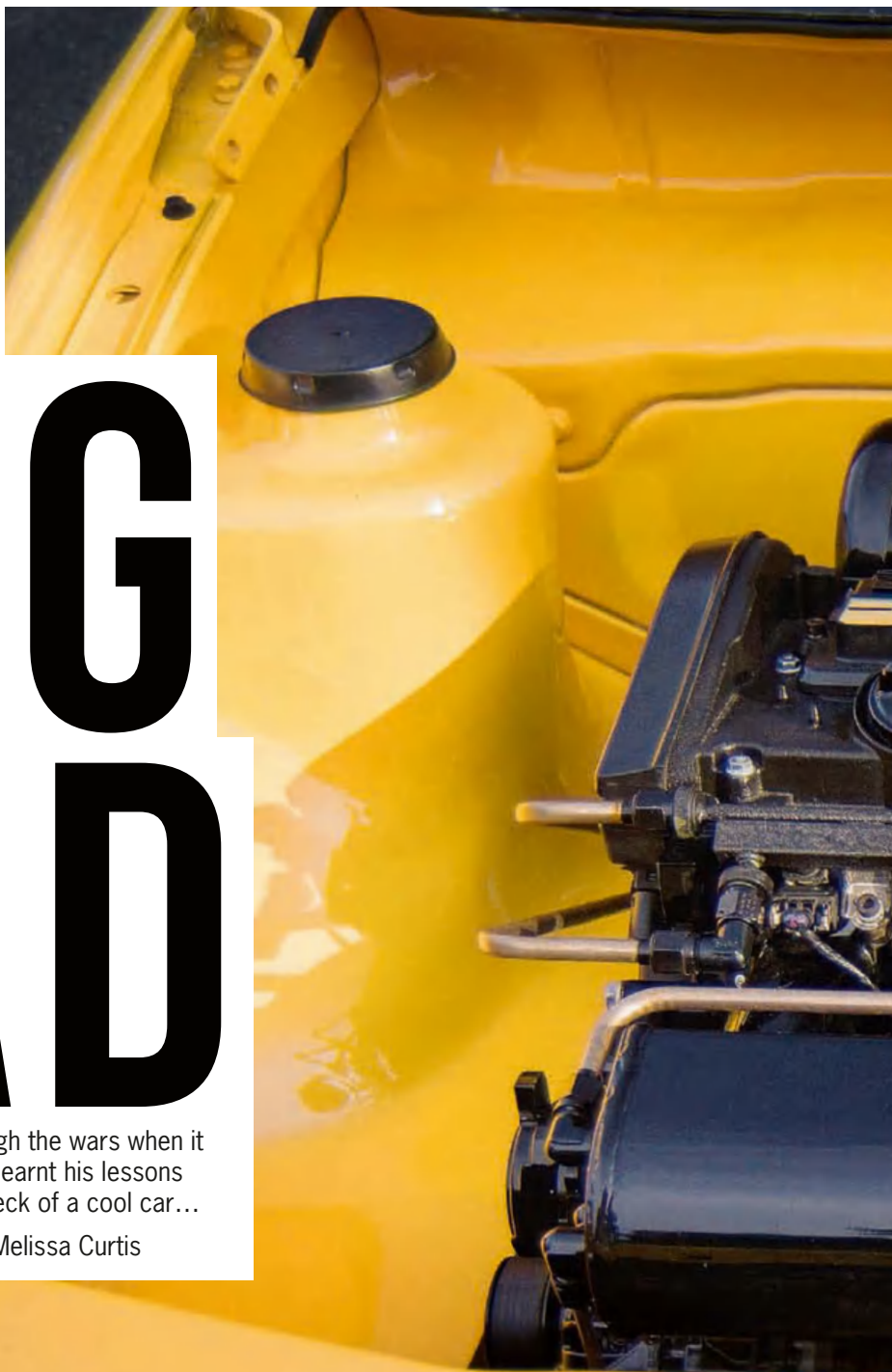
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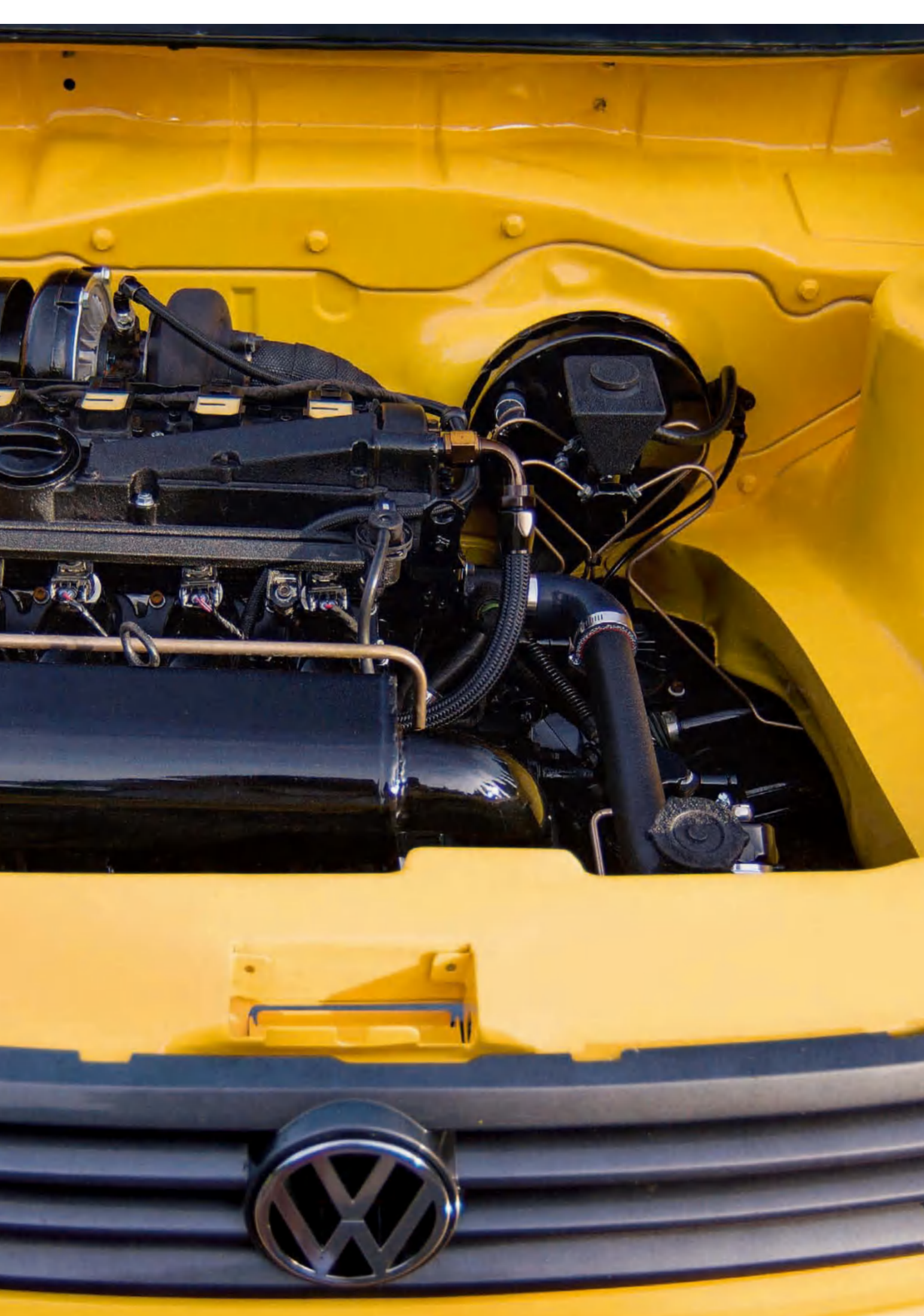
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THE LONG ROAD

Dylan Fotter certainly went through the wars when it came to building his Mk3 but he learnt his lessons and came out smiling with one heck of a cool car...

Words: David Kennedy Photos: Melissa Curtis







DUB DETAILS

ENGINE: AWD-code 1.8T long block with AWP-code engine harness and ECU, 02a G60 gearbox, Stage 5 clutch and lightweight flywheel, 830cc injectors, Turbosmart BOV, custom Audi short runner intake and fuel rail, Garrett T3/T4 60-63 turbo, Mishimoto intercooler, slim radiator, external oil cooler and catch can, Unitronic big turbo MAF less tune, Signature turn up exhaust

CHASSIS: 9.5x16 three-piece Epsilon wheels, Air Lift Slam Series air-ride with V2 management, five-stud disc conversion, no ABS

EXTERIOR: Full respray, shaved Euro-spec hatch, textured rub strips and side skirts, Jetta E-codes headlights, Vento grille, shaved wipers, smooth engine bay

INTERIOR: Mk3.5 GTI seats Mk3.5 dimple dash, Mk4 gearstick, boot and knob, Cabby black visors, dyed black plastic trim, Mk4 bug headrests, OE Mk3 monster mats, Corrado steering wheel

SHOUT: I'd like to do a shout out to DTM Autowerks and my friends. I could not have pulled this one off without you dudes and the late nights we put into this thing

“I’ve always been a VW kid, even before I got my driving licence,” Dylan Fötter laughed. “Me and my friends were all in to them when we were kids and it’s the same now, we’re just older and playing around with better cars!”

Dylan’s journey began on his 16th birthday when he took a four-hour ride with his father to pick up a rotten ‘81 Mk1 Caddy. His dad probably didn’t know that it was the equivalent of handing him a meth pipe and an eighth of Walter White’s finest – from that moment on Dylan was a full-blown Veedub addict. “I just loved the simplicity of the Mk1s – their attitude and how simple they were to take apart and fix up,” Dylan remembered. “I’d owned a Mk1 Cabby before

that I’d thrown together at home – it was missing a lot of luxuries like a heater, speedo and wipers but I drove it around all winter anyway covered in blankets holding a wiper arm out the window to clear the screen,” he said laughing. “I then had the idea to bodydrop it but with a lack of skill and a lack of measuring, let’s just say it didn’t work out! Then I thought I’d turn it in to a trailer to tow behind another car but I got too enthusiastic with the cutting torch and now it’s just collecting rain water...”

Fast forward a few years, and more than a few projects, and Dylan was clicking through an online auction and saw a car he couldn’t ignore. “I’ve always been a Mk1 guy and I always will be but when I saw this car online I couldn’t believe it

was real,” he told us. “All the site said was that it had 25k miles on it and it had been donated to the auction as the lady who owned it had passed away. We showed up to get it from the auction house and I couldn’t believe it, an original, low-mileage, unmolested Mk3 with no rust and the spare tyre and tool kit still in the original plastic, I didn’t know what to do with it!” First the guys considered wrapping it in bubble wrap and digging it out again in 20 years for a tidy profit but Dylan soon spotted a few imperfections and some dodgy paintwork and decided to modify it instead. Well, you would, wouldn’t you?

Dylan’s first job for the Mk3 was to go to town on the faded paint to bring some yellow back in to it and then on went a set of coils and



wheels. Then our man foolishly got himself a DWI, wrecking his daily driver in the process, and that parked the Mk3 project, big time. "For a while I thought I was going to have to sell the car to afford lawyers and fees etc but I was able to sell enough parts that I had stocked up to cover it all, so I could keep the car," he lamented. "Having to rely on people for lifts and all the money problems I had from the DWI stuff taught me a lesson for sure, not to mention drove me crazy as I had so much time to think about what I should do with the car."

Luckily, or unluckily depending on how you look at it, one of his buddies was, and we quote, 'showing off his 180 skills one night' and put his Mk4 in to a wall near Dylan's house. "I realised

that it was the perfect donor car for the Mk3 and seeing as it was already stuck in the mud at my place, it wasn't too hard to convince him to sell it to me," he smiled. Dylan had been working on the car for quite some time prior to his friend putting his Mk4 in a wall and had spent many an evening and weekend tearing into it in his small barn at home. "I was doing as much work as I could to keep the project going – bodywork, interior work, swapping to five-lug discs, everything I could in a barn that was meant to hold three horses not the four cars it had in it," he explained. "It got to the stage where I was either going to just repaint it and leave it fairly stock or go all-out. It felt really wrong tearing everything out of a car with only 28k miles on it

I've got to admit but I was in too deep to stop at that point."

Soon it was ready to be loaded on a trailer and delivered to DTM Autowerks, a local tuning shop owned by a long time friend up in Milford, New Hampshire. "I've shaved a few bays but never to the calibre I wanted for this car and I didn't really have the time or the tools, so I decided to give my painter the reigns with the job," Dylan explained. "He was an old friend from high school so I trusted him." Unfortunately for Dylan, while his friend started off on the right track with the job of cleaning the Mk3's bay up he didn't quite do things to the standard our man was after. "There are a few issues in the bay that need to be sorted out," he confirmed,

“but it’s all good, really. If anything it gave me a reason to tear it all down over winter and change the things I don’t like and also completely respray the car.”

Dylan didn’t just hand the car over to his bodyshop friend and say “smooth this” though, he had a clear idea of what he wanted from the get-go with what was going on under the Mk3’s hood. “I wanted to make quite an unappealing-looking engine look as good as it could and the main thing I wanted to have was a sidewinder turbo setup,” he explained. “Not so much as a performance thing but more to bring something new to the bay.”

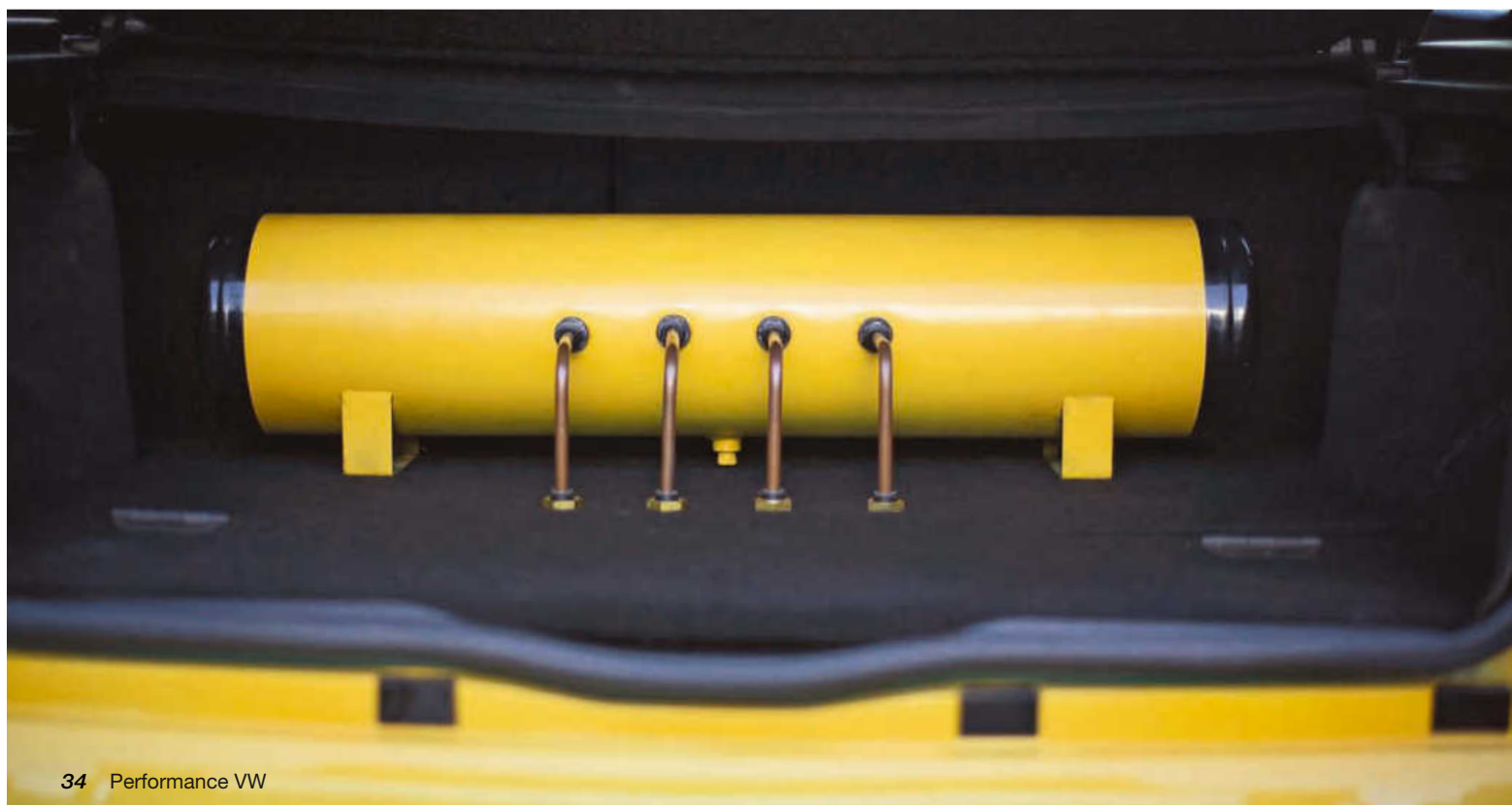
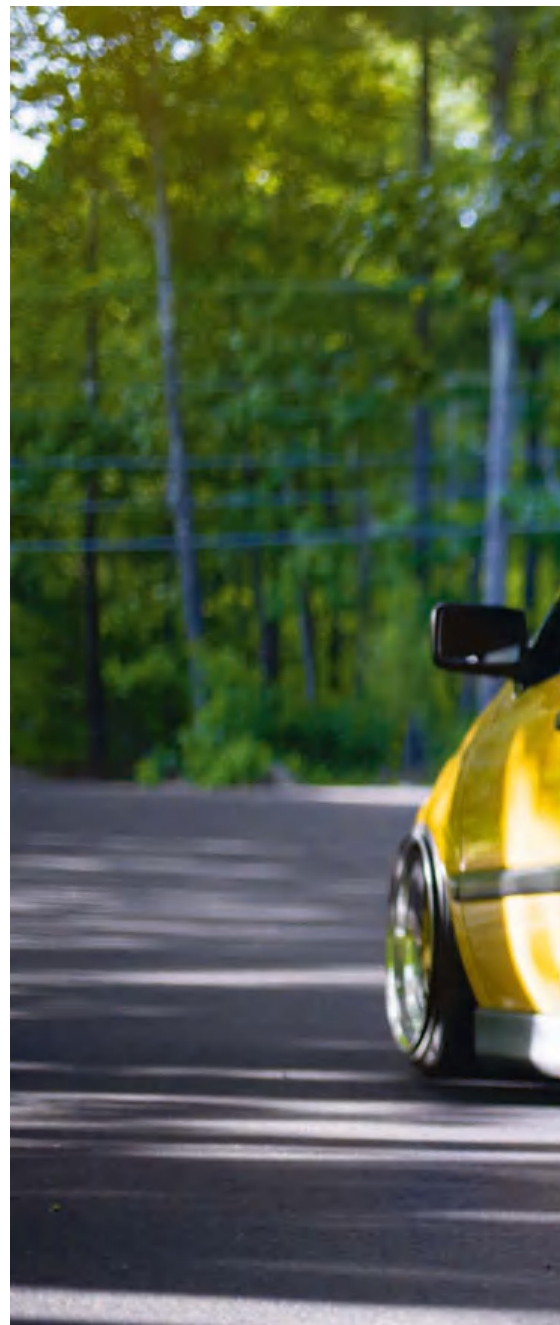
As you can probably tell from the photos, the sidewinder setup didn’t happen. Not that the bay suffers for it though, the all-black motor, the stubby manifold setup and the turbo running without a filter was probably the thing that attracted us to Dylan’s car in the first place. “There was just no way to fit the sidewinder turbo setup in smoothly with where the brake booster is,” he explained. “It was just never going to work how we planned so we decided to go with the short setup instead, keeping everything tight behind the block.” The engine doesn’t just look awesome in its black-on-black way, it’s got some power to back up it up too.

The AWD-code motor has been partnered up with a 02a G60 ‘box complete with a hardcore Stage 5 clutch and lightened flywheel. The

intake is a custom Audi unit as is the fuel rail and the turbo is from the Garrett stable in T3/T4 60-63 flavour, and the whole lot is fed by a set of 830cc injectors and a Unitronic software. “We spent a lot of time just staring at the bay trying to figure out how we were going to get everything to fit how we wanted it. It took a lot of fiddling around with the hardlines and pipework to have it looking good and keeping it all tight together,” Dylan remembered, “but all the work was well worth it when people check the engine out.”

The Mk3 is one of those cars that doesn’t need a lot doing to it bodywork-wise. In fact, as a lot of people learned in the late ‘90s, the more you stick on or smooth off the worse it looks. With that in mind, Dylan wisely decided to keep things simple, well, when you’re starting with a bright yellow five-door you don’t need to do much to get attention after all. A Euro-spec hatch was brought over and fitted, a Vento front grille and Jetta E-codes were put on and the rubstrips and skirts were kept textured rather than colour-coded to break things up. “Probably the most frustrating part of the whole build was when my painter walked out on me when it was half-finished,” Dylan remembered. “It really put me in a tough place as we only had a few weeks left till DustOff and the car was half done. Still to this day the underside of the hood isn’t painted but as the bay is smoother than a baby’s bottom

“
**I COULDN’T BELIEVE IT, AN ORIGINAL,
UNMOLESTED MK3!**
I DIDN’T KNOW WHAT TO DO WITH IT
”





When he bought the Mk3 it was in such good condition with so few miles on the clock Dylan wasn't sure if he should modify it. Needless to say we're glad he did!



“
**FIGHTING THOUGH
MY OWN STUPIDITY**
WAS THE TOUGHEST PART OF THE BUILD
”

Three-piece Epsilons weren't Dylan's original wheel choice but turned out to be a great decision

with powder I never run one anyway.”

The air went on quite early in the build when Dylan couldn't stomach the punishment he was dishing out to the car when it was on coils. Back then it was on a classic set of Schmidt Modern Lines weighing in at a classic Mk3-spec of 9x16". He wasn't too happy with how they sat under his third-gen's arches and traded the German rollers for a set of three-piece Star Forms but as it turns out, he couldn't get adaptors thin enough in time for the show season that year. With the Star Forms a no-go, Dylan once again looked to his close friends to see what wheels they had tucked away. "My buddy had these 9.5x16" three-piece Epsilons on his Mk2 and I always thought the gold against the yellow paint would look awkward as hell but

cool at the same time so just before DustOff we gave them a go," Dylan said.

This project has definitely been an experience for Dylan, but one that he's certainly learned a lot from: "Man I've put myself through some hell physically with this car, from the DWI which ended with my Mk3 VR being written-off (*don't drink and drive kids ~ All*) to trying some 'tequila parkour' one night and breaking my back. Don't drink tequila and try to jump from a railing to a dumpster, as you'll beat yourself up like I did," he laughed (*maybe you shouldn't drink at all! ~ All*). "My buddies thought I was crazy as I tried to complete my boot setup by putting my hands in the trunk and walking my legs back until I could reach without bending my back," he added. "Fighting though my own stupidity was probably

the toughest part of the whole build."

We shot Dylan's car a little while ago now and as you might expect from someone who's as addicted to all things Veedub as he is, he hasn't run out of things he wants to do to it just yet. New wheels are on the horizon, as is a subtle interior retrim to bring the interior up another level. He's also going to get the aforementioned respray done to freshen it up and tells us he's been thinking of taking things further under the bonnet too. "I might go really crazy with it. I'm thinking of welding the fenders up and shaving the hood props, that kind of the thing. I might add some more details too, stuff you don't see unless you really stare at it," he smiled. "We'll see what we can come up with. Cold beers and friends can teach you more than you think!" ●



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Part Polo, part Golf R32, named after an aeroplane-powered mechanical monster and developed on the airstrips of the Cold War, German tuner Don Octane's near-1200bhp featherweight drag car is as terrifying as it is mind-bendingly impressive.

Words: Alex Grant Photos: Matt Woods





“I don't care what cars look like – I've never been interested in show 'n' shine,” Ben Rauch tells me, resting a hand on the propped bonnet of what appears to be the twisted anatomy of an atom bomb in the skeletal remains of an early-Nineties Polo bodysell. “I was looking for the lightest available car, and that's why Brutus began as a Polo.”

That's not a reference to Roman assassins – though I've no doubt this could, and would, commit murder given half a chance. This 'Brutus' is named after a post-war experimental racing car, a freak of mechanical engineering powered by a 46-litre V12 BMW aeroplane engine, barely capable of transferring its 650bhp and 7300lb ft of torque on to the Tarmac while belching ignited fuel and boiling oil spots out of its exhaust manifolds.

An exaggerated likeness in anything with a



DUB DETAILS

ENGINE: 3100cc, 24-valve, V6 petrol using R32 'BFH' engine block, crank from 2.8 12v VR6 and 85mm forged pistons, modified cylinder head, sodium-filled exhaust valves with reinforced springs, custom camshafts, Garrett GTX45R turbocharger, 2x44 Tial wastegates, custom inlet plenum, exhaust manifold and downpipe, 2x1000cc methanol injection, AME Motronik 481 ECU, 2x3600kg MAF sensors, 14x1000cc injectors, ice-cooled charge cooler with ten-litre supply tank, stainless oil catch can, firewall removed from engine bay, fuel cell in passenger footwell, reinforced four-speed dogbox with strengthened housing and sequential shifters and fourth gear support, Peloquin locking differentials front and rear, Haldex four-wheel drive system from Mk4 Golf R32, custom-made propshaft and driveshafts, Custom Haldex control by CSG Fahrzeugtechnik, custom-made two-disc CSG Fahrzeugtechnik clutch, custom flywheel, Mk2 Golf transmission tunnel

CHASSIS: 8x13 BBS E14 three-piece magnesium racing wheels, M&H Racing Slicks, front subframe and shock towers from Mk2 Golf, custom-made Polo S2000-style rear subframe, H&R Springs, Koni adjustable shocks, all bushes polyurethane reinforced or replaced with Uniball joints, 239mm solid front discs, four-piston 239mm rear discs, hydraulic handbrake

EXTERIOR: Front end and rear bumper from Mk2 Polo, carbon composite arch extensions, polycarbonate windows, rear spoiler removed, all wipers removed, solid grey paintwork

INTERIOR: All interior trim, carpets and sound deadening removed, custom-made six-point roll-cage with shock tower and dashboard braces, MOMO Nascar carbon-kevlar seat and harnesses, shift light and rev counter

SHOUT: My partner Evgeni Krastev at Monster Performance, my mechanic Gerald Helbig, my girlfriend Christin Mager for putting up with me being in the workshop so much, and my sponsors – Arlows, AME Racing and L&S Cartec



Left: Engine might not be the tidiest looking, but with a proven 1167bhp on tap, which translate to an 8.6sec best quarter (and 174mph terminal speed), who cares?

Volkswagen badge, surely? Well, when you're talking about a car which weighs the same as an Up, makes a proven 1167bhp with an artificially-limited 885lb ft, covers a quarter-mile nearly two seconds faster than a LaFerrari and reaches 120mph in the time it takes for a Golf R to get to half that, then it starts to sound like a neat fit. Anyone who's seen the way it can grip and cover ground, snapping and banging its way down a drag strip like it's suddenly hitched a tow from a passing jet, wouldn't question the nickname.

For Ben, that explosive quarter-mile action is all part of what makes this such a great showcase. Fresh out of the army, he started Don Octane in 2004 as a Volkswagen specialist service workshop, based just outside Erfurt in central Germany. But he quickly got bored of the bread-and-butter work, which wasn't helped by getting involved with the local drag racing scene.

Erfurt is inside what used to be Soviet-controlled East Germany, and is surrounded by disused ex-Russian airfields from the Cold War – ideal testing ground for his engineering extremities.

Just over a decade later, Don Octane employs a team of ten with talents covering everything from metal fabrication to mapping, and it's become a bit of a go-to shop for anyone wanting an ultra-reliable way to eat quarter-miles and race tracks at record-breaking speeds. A regular at drag racing events all over Europe, the company's best-known project is hard to miss.

"I don't think there are any interesting cars outside the Volkswagen Group," he laughs. "I build what young people want to drive, and Audi and Volkswagen are the most popular around here. Most of what we do is remapping, but we also sell upgrade gear kits, and our own custom-made driveshafts. For those, I only need an

example, then we can make them at least 40% stronger than standard – many of the fastest cars in Europe use our parts."

He's not kidding. Ben's had a hand in machinery as noteworthy as the '16vampir' – the world's fastest Mk1 Golf and the 4Motion record-holder too, powered by a 2.0-litre 16v turbo engine. German tuner Donkey Tec relies on his engineering in its 1151bhp Mk2 VR6, as does Austrian firm Dutter Racing, where it stops the world's most powerful Audi 90 from tearing itself apart when it's deploying all of its 1300bhp. Vourous Performance in Athens also uses Ben's knowhow on its S3 and, yes, that's another record-holder on the quarter-mile.

So there's no questioning the engineering, but where did the Polo come in? Ben picked this up as a stock 1300cc Coupé seven years ago, as an out-of-hours project and test-bed for the



company's wares. Already familiar with the mechanical parts – the team had previously built the world's fastest street-legal Mk3 Golf using a blown R30 engine under a replica of the A59 WRC prototype – the aim with Brutus was to see what that could do in an even lighter car.

"We originally built this for the front-wheel drive class, with a 12-valve VR6, and it was getting up the strip in 11.7 seconds," Ben explains. "But we knew we could go faster, even more so if we could run four-wheel drive. This was one of the first cars in Germany to use a 24-valve engine – it was hard to find at the time, but it's easy these days – you can get them for €2000. The rest we had to work out ourselves."

The foundations of the Polo's engine are from a wrecked Mk4 R32, but almost nothing is left untouched. The team tore it down to its bare block, fitting bespoke cams and an uprated valvetrain to the flowed head, before pairing it with the crank from a 2.8-litre 12-valve VR6 and oversized pistons to up the capacity to 3.1 litres. A common upgrade for big-powered six-pot VWs, the trade-off for a smaller engine is a stronger

crank, with the shorter stroke also reducing the speed of the pistons, in turn cutting stress on rotating parts when it's under heavy loads.

Heavy loads are this car's speciality. Everything under Brutus' bonnet is turned up to 11, rammed unnaturally tightly into every inch of the engine bay. Boost comes from a massive Garrett GTX45R-series turbo, itself good for 1400bhp, tucked in at the back and swigging air through a pair of filters, each with their own high-capacity MAF sensor. There are 14 1000cc injectors fed by the fuel cell in the passenger footwell and controlled, along with the methanol injection, by the AME Motronik ECU, while the charge cooler is supplied by ten litres of ice-chilled water from a tank inside the cabin.

Unsurprisingly, this wasn't a straight swap, even compared to getting a 24-valve VR6 into a Golf of the same age. The Polo was stripped of its restrictive firewall, with the wiper mechanism, battery, heater matrix and fusebox behind either binned or relocated to the interior. Ben also had to use the entire front end from a face-lifted Mk2 Polo – which are longer to give extra space for

the supercharger and intercooler on a G40 – to avoid the mess of exposed cooling parts. It seems he's not entirely non-fussed about looks...

"It would never have worked without four-wheel drive," he explains. "That came from the same donor car as the engine, and took around four weeks to fit. We had to fit the transmission tunnel from a Mk2 Golf to make room for the propshaft, because the Polo never had four-wheel drive. The rear subframe is the same as a Polo S2000 rally car – we now build those for customers, they work really well."

If you know your Golf parts, you'll probably have spotted the hint of Mk2 under the bonnet. The subframe and suspension are all from a Mk2, which Ben says are a better setup for big power than the standard Polo one. Again, not a straightforward swap, it meant transferring the entire shock towers into the supermini's already heavily modified front end. They're about all that's visible next to the engine.

Early runs were mixed: "We broke a lot of transmission parts at the beginning. This showed that we needed to build our own driveshafts, so



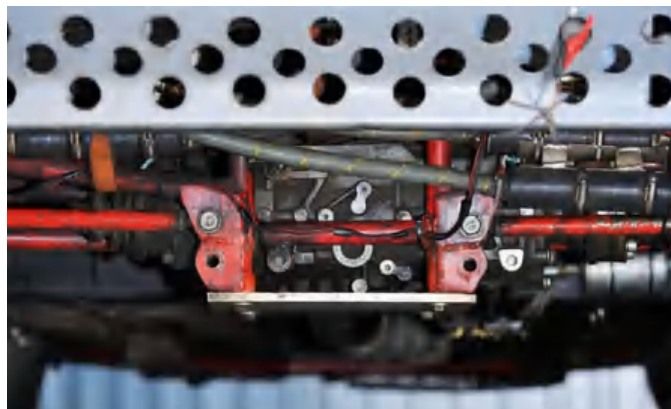
we worked with Monster Performance in Bulgaria to develop them. The guys there were having the same problems as us. But we've solved them now and it's very reliable."

Reliability came at the cost of almost every transmission part engineered by Volkswagen. Within a heavily reinforced R32 housing, there's a four-speed dog gearset and sequential shifter developed for this car, with additional strengthening for fourth gear to stop it tearing itself off its shaft under load. The Golf's Haldex system is under bespoke new management, and Peloquin locking differentials at each axle take care of whatever four slick tyres and four-wheel drive can't handle.

That's just the mechanical side. The bare shell's front and rear tracks had swelled significantly to get the Mk2 subframe and suspension in place, and the 8x13" BBS mag wheels and M&H slick tyres were poking out of each corner like skateboard wheels. Ben and the team had to custom-build the carbon composite arch extensions to make everything fit, before giving the whole car a coat of solid

Above: We love the 50/50 black/white paint colour and carbon fibre arch extensions covering super chunky 13" slicks. Have it!





"I DON'T THINK THERE ARE ANY INTERESTING CARS OUTSIDE THE VOLKSWAGEN GROUP. I BUILD WHAT PEOPLE WANT TO DRIVE"



grey paint. No agonising over unusual shades in Audi brochures – it's a 50/50 white and black mix, free from metalflakes and wearing a few Don Octane graphics.

Most of the exterior panels are still the original metalwork, which was the main reason for starting with a Polo shell. Despite the high steel content, a heavier engine, the additional weight of four-wheel drive and all the ancillaries needed to make everything work, Brutus weighs only 990kg when race-ready, without a driver on board. To put that into perspective, this tips the scales at about half the weight of a Bugatti Veyron Super Sport, despite producing almost as much power.

Not that Bugatti is likely to lose any sleep over the relative lack of creature comforts. In his pursuit of featherweight performance, Ben stripped the cabin of everything made of foam, plastic or fabric, only stopping short of gutting

the doors of their internal skins. Sadly there's nowhere for a passenger to share the lunacy, just a solitary carbon-kevlar bucket seat fixed behind a bare steering column and a few basic instruments cut into a sheet of carbon fibre.

Ben seems worryingly relaxed about the brutality this thing unleashes every time it's at full throttle: "Actually, I'm hoping we can get a bit more out of it," he says, noticing me wince in disbelief. "Its record time is 8.6 seconds, at 174mph. Obviously it's very powerful, but it's limited by the wheels and tyres – they're only 13 inches, which is very small."

Ironically, the main reason for that stalling in progress is that Brutus has been a victim of its own success. "The big problem we have now is time. We built this outside working hours, but we have been so busy with customer cars over the last two or three years that we haven't

really had much time to work on it further."

That's not being helped by its latest stablemate. Lurking under covers in the corner of the workshop is Don Octane's new project, and it's another six-cylinder, four-wheel drive Polo. It's a little more high-tech than its predecessor. "Brutus Two is nearly finished," says Ben, lifting a corner of the dust sheet. "It's based on an S2000-spec Polo rally car, but with a full carbon fibre bodysheet, an in-line R30 turbo engine and four-wheel drive. That's been cutting into time on the other car, too."

Hopefully we won't be kept waiting too long. With this level of engineering boosting an already race-derived chassis and potentially even less weight, this car's replacement is shaping up to be every bit as worthy of the name. Brutus Two might not make it into the show 'n' shine, but you won't miss it when it's done... ●

#DEBT

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COMPETITION

WIN A **RAMAIR** 2.0-LITRE TFSI INTAKE OR ONE OF TEN £30 VOUCHERS



British brand Ramair needs little introduction to anyone reading this magazine, or anyone interested in modified cars or motorsports. The brand has been around for what seems like forever, and that's a really good thing as its experience and knowledge shines through in the lovely products it produces.

We've teamed up with Ramair to give not just

one prize away but 11... yes, 11! The first prize is an awesome performance air intake kit for the 2.0-litre TFSI engine (as found in both K03 and K04-fed variants). And if you're not lucky enough to win that then don't panic, we've also got ten £30 vouchers up for grabs, too. It's enough for a new panel filter from Ramair or you could put it towards something more costly from Ramair's extensive range (www.ramair-filters.co.uk).

The air intake kit is Ramair's excellent oversize ((90mm through to 70mm at MAF point) intake for the transverse 2.0-litre TFSI engine in both K03 and K04-powered forms. The kit also includes a manifold heatshield along with a unique two-piece filter shield and a blanking plug (if you're running a K03). Put simply, it's an awesome bit of kit that'll make your car not only sound great but make more power, too ●

HOW TO ENTER

SO, HOW DO YOU GET YOUR HANDS ON SOME RAMAIR GOODIES?

WINNING COULDN'T BE EASIER.

SIMPLY HEAD ON OVER TO THE RAMAIR FACEBOOK PAGE (WWW.FACEBOOK.COM/RAMAIR-FILTERS-295754277134687 / OR JUST SEARCH FOR 'RAMAIR FILTERS'), LIKE THE PAGE, FIND THE COMPETITION ON THE TIMELINE, THEN COMMENT WITH THE MODEL, YEAR AND SPEC OF YOUR CAR INCLUDING ANY MODIFICATIONS. FINALLY, SHARE THE POST.

WE'LL CHOOSE THE WINNER AT RANDOM AFTER THE CLOSING DATE BELOW. GOOD LUCK!

Terms & Conditions No employees of Unity Media, Ramair or any other associated companies may enter. Entrants must be aged 18 years and over. We reserve the right to disqualify any entrant for any reason and without notice in accordance with the competition rules. If you wish to enter without a Facebook page please email your entry to pww@unity-media.com using 'Ramair' in the subject line. Closing date for entries is 10 April 2016.



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DREAM BOAT

If you looked up the definition of 'Euro-look' in the fictional encyclopedia of modified Volkswagens then surely there would be a full page devoted to photos of Marc Joosten's stunning Mk1. We've got the world exclusive feature on that car right here...

Words: Elliott Roberts Photos: Ron V



It seems the current modified scene is firmly split into two camps: you're either a loyal follower of the less-is-more, keep-it-classy brigade or you're down with the OTT camp (think wide-body, riveted-on arches, wraps and bags). Looking at our coverage from the recent SEMA event across the Pond (on page 97) and, closer to home, the Essen show in Germany, there's clearly still space for both approaches. But what about the grey area in between? Perhaps that's where Dutchman, Marc Joosten and his whiter than white Mk1 16v come in...

As VW fast approaches its 20th birthday and the global modified car scene becomes more diverse than ever, we've spent a lot of time recently looking at the history of car culture. Inevitably we wound up ogling some of the early cult 'Euro-look' Veedubs that emerged from mainland Europe during the late '80s and early '90s. And one car that has always stuck in our

mind (and continues to raise its head on many Facebook and forum pages) is K-Tech Racing's Mk1 from Germany. The bright orange Golf took the Euro-look to a whole new level and was one of the first full-on show cars we'd seen built to a no-compromise standard. Not only did it run a smooth engine bay with a wire tuck and many factory essential parts shaved, it also had a smooth underside and chrome, well, everything! The car was way ahead of its time and would still hold its own today. Why are we mentioning it? Well, it shared a lot of similarities to the very car gracing these pages in terms of impact and they clearly come from the same school of tuning, albeit it 20 years apart. If you don't know what we're talking about then Google the K-Tech car! Anyway, we're not here to bang on about the past (well at least not too much), we're here to focus on the present and one of the cleanest Mk1s we've seen in a while. You know straight

away when you see a car like this that it's a labour of love, perfected over time rather than created in one swift hit.

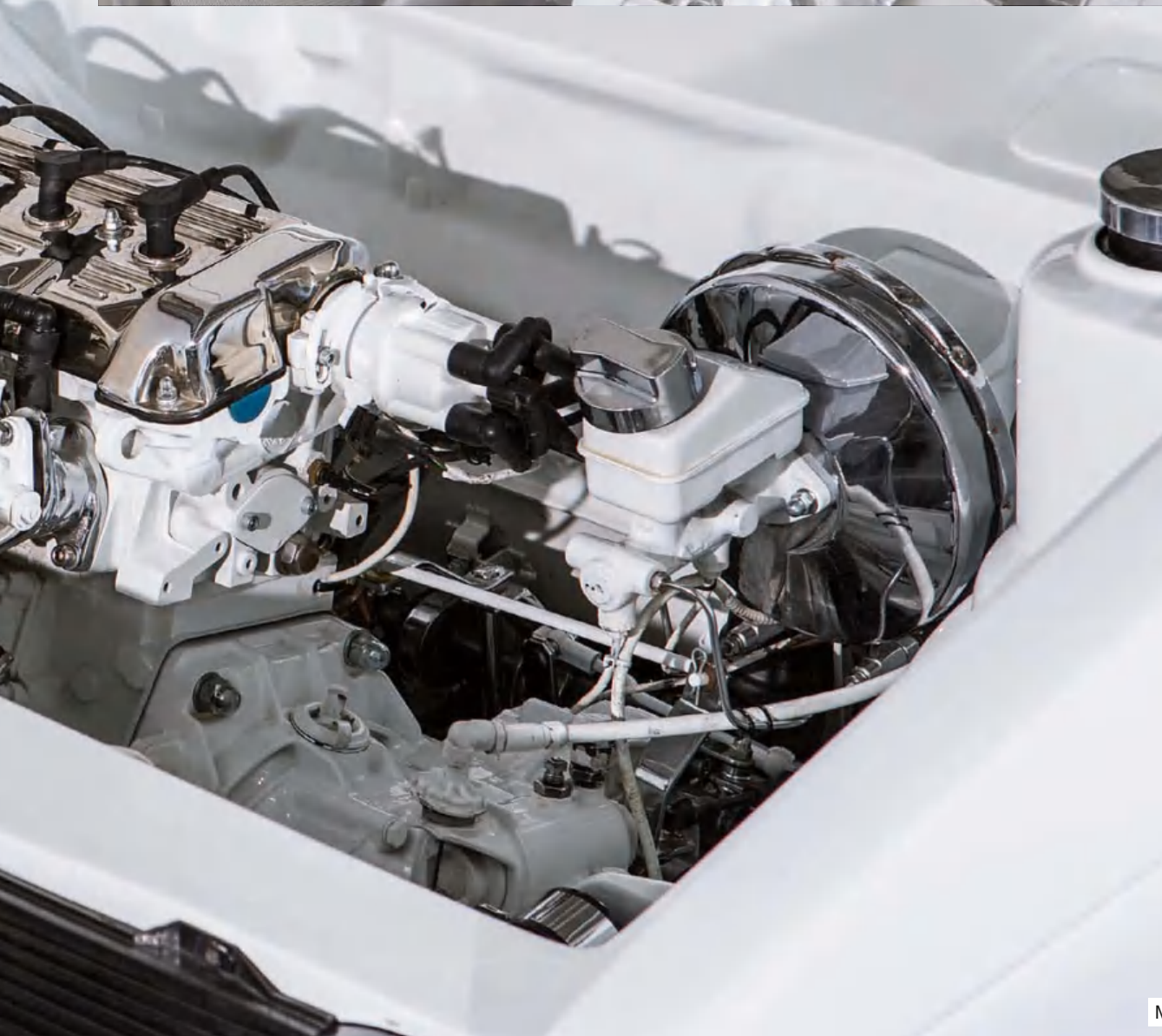
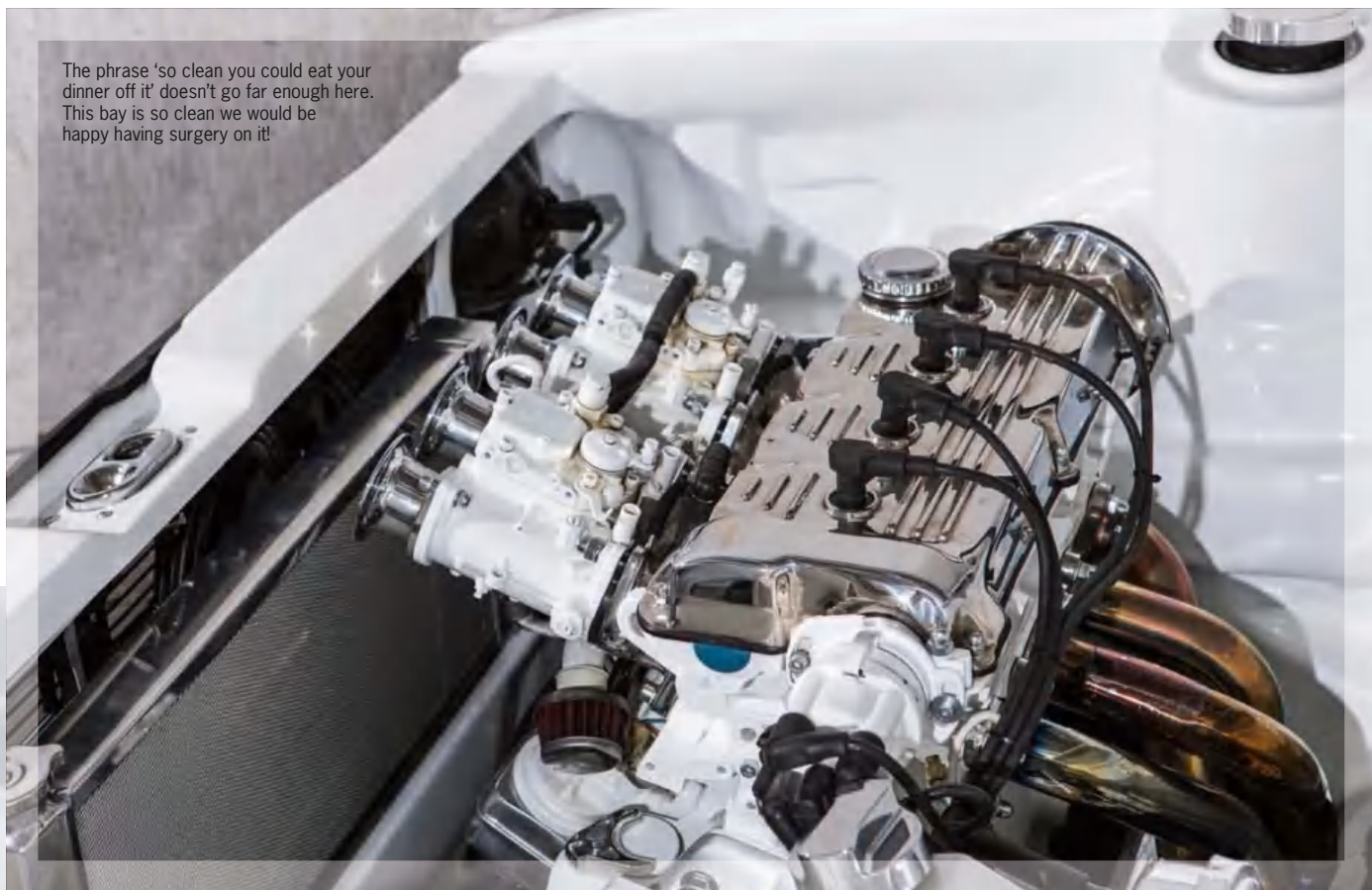
Owner Marc runs Dutch company Dreamworks Car Tuning based in Baarlo (yes, home to one of the original European GTI events), South East Holland. Dreamworks specialise in, well, full-on conversions and making people's dreams come true. Every now and again, though, the guys like to build something a little special for themselves. Marc knows all there is to know about committing yourself to a project. "I guess my inspiration for the car and my business comes from being fascinated by the likes of Chip Foose, Gas Monkey and Kindig Customs, to name but a few," he reveals.

While to you and I Marc's car may be pretty in-
yer-face, he still considers it to be built around a 'less is more' theme. "I build cars for a lot of

“
TAKING AN ENGINE
TO THIS LEVEL
REALLY TAKES TIME
”



The phrase 'so clean you could eat your dinner off it' doesn't go far enough here. This bay is so clean we would be happy having surgery on it!





“
THOSE THINGS THAT ARE THE HARDEST
TO DO ARE DONE LEAST
BUT OFFER THE MOST IMPACT
”



people during my day job, but I wanted to put my own blueprint on a car of my own, a car with real sentimental value, too.” Because a lot of the details would be created by hand, Marc knew it wouldn’t be hard to build a total one-off, but he was also conscious it had to look right. Lines had to flow and the proportions had to be right. It also still had to resemble an Mk1 Golf, even if it is something of a one off.

Marc explains in detail what he means about his take on less being more: “For example, I wanted to go for the clean engine bay. It’s a lot of work so this means not many people do it. Those things that are the hardest to do are done least but offer the most impact. It separates the good from the best.”

Marc claims he opted for a Mk1 because he loves the whole cult status thing you get with old Golfs: “They have some cool history behind them. Not only were they successful on track but the Mk1 GTI changed the whole idea of car



The roof and floor are just as smooth as the outside. You can't imagine our man Marc gets in it wearing dirty shoes, can you?

design. It opened up a whole load of people to what a performance car was all about."

Despite his love for the Volkswagen brand, Marc isn't ashamed to admit his first car was a Honda Prelude: "Don't hate me, it was a great handling car which I had a lot of fun in." However, it didn't have the pedigree or character of the early Volkswagens, nor the build quality. "There wasn't the tuning potential with the Honda back then either, not like the VW scene," Marc adds. Believe it or not, the Mk1 you see here was Marc's very first Volkswagen, bought over 20 years ago for the paltry sum of just €75. While that was a long time ago (when Holland's currency was actually the Dutch guilder) Marc claims it was still an absolute bargain. "I'll be honest, at the time I didn't really appreciate just how good or special the car was." It wasn't just a base model, you see. Marc had actually bought himself a genuine 1982 GTI.

Marc claims he had a vision in his head early

on of the car you see here, but he knew it wouldn't be done in one hit. He had some fun along the way, though, and slowly headed towards the specification you see here. Of course, there came a stage when the car would have to come off the road for a major push, but a lot of the foundation was already in place. "I already knew how I wanted the engine; that it would be based on a 16v PL Mk2 Golf engine with a pair of twin-carbs mounted on the front, the four-branch flowed to match the head, and all loose parts chromed with the block and gearbox matched to the body," he says. As well as the detailed engine and shaved bay, Marc removed as many unnecessary parts as he could.

It goes without saying that many hours were spent prepping the body shell – from the bay to the widened arches right through to the underside and floor inside. The car has to feature one of the smoothest shells we've ever seen with literally no area left untouched. Look

at the floor for God's sake, it's shaved to within an inch of its life. While the engine bay may still retain some of its original features the floor is almost totally custom. We know some will say Marc has gone too far but, like our man says, so much has been done before and he wanted to make this one his own. In our mind it still resembles a Mk1 Golf. It was never going to be just OEM+ so why not push it more towards the custom car, hot rod look? The same goes for Marc's BMW E21. Oh, sorry, did we not mention that earlier? As if building a world-beating Mk1 Golf wasn't enough, Marc had always fancied creating something similar from Bavaria's first cult 3 Series, so he built an E21 alongside the Golf – with a similar theme! That's right, the E21 features the same type of smooth bay with chrome and body-coloured details and although there's a straight six motor under the hood rather than a four-pot, it's not hard to see the two cars were built under the same roof.

Anyway, we appreciate this isn't *Performance BMW* magazine, you came here to read about VWs (although if you'd like to see a couple of pics of the BMW then head on over to Dreamworks' Facebook page), so that's what we'll do. When it came to the suspension, despite the obvious appeal of air-ride, Marc is an old-skool guy at heart, so he opted for coilovers. "Coilovers on Mk1s just seem right and it's so easy to adjust the KWs should I need to go lower," he explains. The fact the car is clearly far from being a daily, too, means practicality wasn't the most important factor Marc had to consider. He also had the advantage of wider arches, although he'd need all the help he could get when you look at the vital stats of the rolling stock.

In terms of style Marc couldn't have gone for a more iconic Euro-look style in the shape of Schmidt's classic TH-Line, but anybody that knows anything about Mk1s will know running 8x14s up front and whopping 9x14s out back takes some doing, especially if you want to run as low as Marc.

Despite the obvious 'Euro-look' cues, Marc is the first to admit he looked further afield for some of the styling touches, which justifies our reference to the custom car scene earlier. While the smooth, plated floor might be easy to spot, it's only those with a keen eye that will notice that Marc also replaced the original roof skin (to erase the sunroof panel) and the inside of the replacement panel is now totally smooth. "This was one of the most time-consuming parts of the build as a lot of the smoothing had to be done with the new skin in

place, and there wasn't much room inside to weld in there."

Marc claims the smooth bay is still his favourite part of the car: "Anybody can fit wheels and suspension or an exhaust to a car but taking an engine bay to this level really takes time." Unless you're as talented as Marc, or you have very good friends, then paying somebody for the man-hours involved in doing something similar isn't worth considering.

According to Marc, this final push to take the project full-on took him a year to complete (in between a few other jobs) and he debuted the car at the Volkstyle Base show at Weeze airport last August, where it went down a storm. In fact, that's where we spotted the car and secured this photoshoot. And while some argue whether or not their car is a trailer queen or chequebook ride, Marc is more than happy to admit he built the car as an out and out show car with no corners cut or compromises made. Does that make him a bad person? We think not...

It's very hard in this day and age to create a unique style of your own, even more so when you're dealing with cult classics like early VW Golfs of BMWs, but Marc has clearly succeeded. Anybody can hack off the original arches of a classic 911, bolt-on a silly wide-arch body kit, paint it a lairy colour and make an impact but very few go to the levels Marc has, or manage to create something quite so original. His latest creation, an Mk2 Golf VR6, shows the Mk1 wasn't just luck, either. And if you're very good then we may well just be bringing you a full report on that in the not so distant future... ●

DUB DETAILS

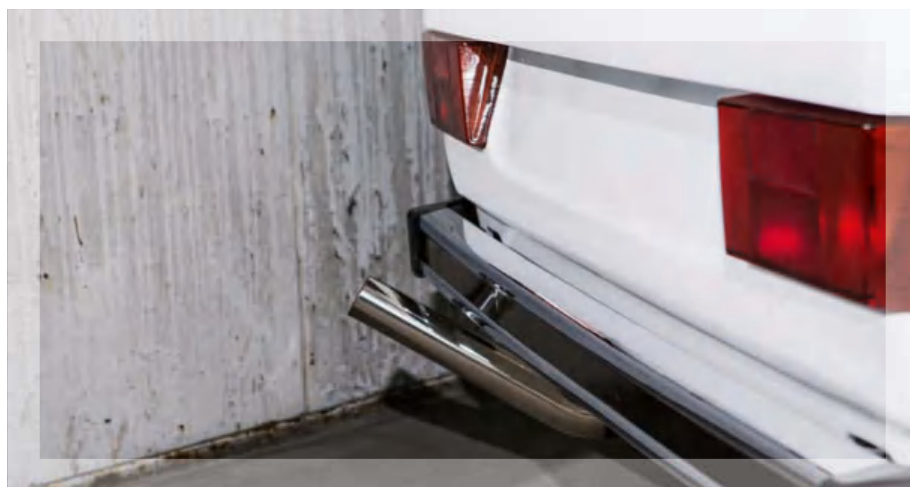
ENGINE: 1.8-litre Mk2 16v PL with five-speed 'box, Solex twin-carbs, flowed four-branch manifold, custom RVS exhaust system. Performance: 175bhp. Chromed cam cover, carb trumpets, brake servo and various other bolt-ons. Body-coloured carb bodies, head, block, gearbox, distributor and cap, brake reservoir and various other parts. Wiper mechanism and motor removed, battery relocated, full-width custom aluminium radiator with integrated filler, original header tank removed. Smoothed bay with wires hidden, scuttle panel rain tray removed, smoothed front panel and inner fixings of front wings. Polished top mount caps and brake reservoir cap. Front and rear track narrowed to accommodate wheels

CHASSIS: Fully-polished 8x14" and 9x14" Schmidt TH-Line wheels with KW coilovers, floorpan heavily modified with plates welded inside to created smooth floor

EXTERIOR: 1982 Mk1 GTI (large rear light) body converted to small rear lights, arches widened all-round, aero filler, single-lamp grille with smoked headlights, red rear lenses, DTM door mirrors, early chrome bumpers, clear rear glass (no heater element), non-sunroof skin fitted

INTERIOR: Momo steering wheel, smoothed and colour-coded dashboard, gauges, vents and all dash details painted white, chrome pedals, totally smoothed floor, rear seats removed, smoothed floor with spare wheel set in rear well

SHOUT: Dreamworks Cartuning (www.dreamworkscartuning.nl) and Ron V for taking the time out to shoot the car



Needless to say Marc is very friendly with his local car cleaning supplies store. He's not far off paying the guy's mortgage off for him, in fact!



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CADDY S3 x

DOUBLE PENETRATION

Ian Birch may no longer work with VWs on a daily basis, but this twin-engined Caddy van proves his addiction to creating hardcore VW porn is still rampant!

Words: Mick Clements Photos: John Colley





“
I DECIDED TO DO A VAN ON PURPOSE.
I DIDN'T WANT TO BUILD
SOMETHING THAT PEOPLE WOULD EXPECT
”



As keen drivers, we love a man in a white van don't we? Backbone of the nation they may be, but they're not always experts on the Highway Code... Modern turbo diesel engines have put white van men on their uppers now they can hit a ton with a set of ladders tied to the roof but thankfully they eventually run out of puff. This is one white van, however, that will never move over, whatever you're driving. In fact, with over 700bhp it will be out of sight before you can even look for a company 'How's My Driving?' sticker.

This obviously has something special under the bonnet... and in the back. The Caddy is another of VW tuning legend Ian Birch's twin-engined creations. When he ran Dubsport in the late '90s, Ian's cars were incredible feats of ingenuity and engineering and he commanded front covers of this magazine, *Max Power* and even the *Top Gear* crew had a dabble with 'BIG DUB', the twin-VR6 turbo Mk3 Golf.

This Caddy, therefore, has a lineage and pedigree. Ian has his own personal hall of fame, including a twin-VR6-engined Rallye built in 1997, a twin-16v nitrous-equipped Mk1 Golf, a rear-engined RWD VR6 turbo Mk1 Golf, the twin-VR6 turbo Mk3 Golf BIG DUB (which is still around and is owned by Jeff Seddon) and a rear-engined 1.8T Mk3 Polo.

Ian cracked the front-wheel drive 'high power equals low traction' dilemma by sticking an extra engine in the back – simultaneously doubling the power and gaining four-wheel drive with half the

stress on engine components. A 'win-win-win' if ever there was one. He was rightly lauded for having the bravery to try it and the ability to make them work.

This Caddy was actually built around seven years ago, but has maintained a low profile. More the stuff of legend for those in the know up north, with appearances limited to terrorising local supercar owners and an occasional track day or show. We've wanted to feature it for years, but it proved elusive prey.

So, after selling the legendary bright blue 'BIG DUB' Mk3 and lying low for a while, why do a Caddy? Ian explains: "It was bit of a cop out. I decided to do a van on purpose. I didn't want to build something that people would expect to be better than BIG DUB." So, with the pressure off, he could enjoy it on his own terms. That's largely because Ian built it not for promotion, but to enjoy. What better way of upsetting a sports bike or supercar owner than in a van?

Stepping away from the limelight, he briefly worked for a performance exhaust manufacturer before buying a house with land and outbuildings to form Pipewerx ten years ago. Pipewerx focuses on bikes these days, but it has a Pipewerx cars division next door, run by Jeff Webb. We featured the company a few years back when we took a 1.8T K04-equipped Mk2 for a custom Pipewerx system fitting feature.

Amazingly, despite his track record, Ian didn't plan for the Caddy to be another twin-engined monster. He slotted a lightly modified Audi S3 1.8T unit under the bonnet initially, but struggled



DUB DETAILS

ENGINE: Two Audi S3 1781cc 20v turbo engines and six-speed gearboxes, both engines fitted with GT28R turbos from AET on custom manifolds, Vauxhall VX220 injectors and both ECUs remapped by Wayne at Chipwizards, front engine mounted on Mk5 Golf GTI subframe, rear engine custom installed in rear chassis, mounted on Lotus Elise S2 subframe, including struts, wishbones and hubs, custom Pro Alloy fuel tank with separate S3 fuel pumps, Pro Alloy custom radiator, cooling both engines, charged air-cooled with intercooler for front engine and Japspeed chargecooler for rear engine, Pipewerx downpipes and 3" bore exhaust system, separate clutch master cylinders

CHASSIS: Mk5 Golf GTI front and rear brakes, 312mm front discs and Pagid fast road pads, Mk5 GTI front struts with Gaz fully adjustable coilovers and 300lb springs, Lotus Elise rear struts with Gaz fully adjustable coilovers and 700lb springs

WHEELS: 8x18" BBS split-rims with 245/35x18 Continental Sportcontact tyres

EXTERIOR: Touran front bumper, VW Motorsport blue sections on bonnet, roof and wheel centres by Impact bodyshop

INTERIOR: Honda S2000 front seats, pair of custom digital displays in the instrument pod, including speedo and rev counters, pair of boost gauges mounted in centre cooling vents. Stock gearstick controlling front and rear gearboxes using custom cables

SHOUT: Rapid Remaps (www.rapid-remaps.co.uk or 01257 464164), Pipewerx (www.pipewerx.com or www.pipewerxcars.com)

with a frustrating lack of traction: "It just span its wheels all the time, I couldn't get it off the line!"

Instinctively, Ian knew a rear-engine install would do the trick. He set aside two weeks at work when the ramps would be clear and got stuck in with the chassis modifications and fabrication work. "I had a good idea of what fitting a rear engine would involve and thought I may as well go for it!" added Ian. As you do.

One difference with the Caddy's rear install was the use of a Lotus Elise rear subframe, which works well and takes care of the rear suspension, wishbones, driveshafts and hubs. Ian had picked up some expertise working with Elises: "At the time I was doing a few 1.8T installations for Elise owners anyway, it's a cracking conversion for them." This saved some time and aggro associated with using the more traditional Mk2 Golf subframe and adapting front suspension to fit.

With the basic cuts and subsequent strengthening made to the chassis and floor, the process is literally as simple of offering the subframe up with all the key components in situ plus the wheels on and marking the mounting points. "If you locate the wheels properly, there's only one place it can go to fit," adds Ian.

A single gearstick controls both gearboxes, with some clever fabrication and use of specially made cables. The stock shifter setup utilises two cables, one for left-to-right movement and one to engage the gear. Ian has modified the latter to manually connect to the rear box.

These are the sorts of issues that can sap time and energy from big conversions, but Ian had the know-how to engineer a solution and the contacts to track down a specialist company to make the right cables.

Similarly, he thought the fly-by-wire throttles would be a challenge: "I thought they'd be a nightmare, but I just joined the wires and one pedal works them both fine." To fuel the engines, Wayne at Pro Alloy fabricated an alloy tank which allows two separate S3 fuel pumps to run independently.

Driving along with a 365bhp motor up front is not exactly a sluggish experience, but fancy some fun with double the power and it's simply a case of engaging the rear gearbox and starting the rear engine. A single Pro Alloy radiator and coolant system is shared by both engines and so the engine is pre-warmed and ready to go.

Both engines are fitted with GT28RS turbos from AET on custom manifolds, mated to Pipewerx downpipes and 3" bore exhaust systems. The charged air is cooled with an intercooler up front and a chargecooler at the rear. The engines are otherwise mechanically stock, but power has been maximised thanks to Wayne Schofield from Chipwizards working his magic with both ECUs. I personally witnessed it kick out 730bhp on the 4WD rolling road in front of me at an Awesome open day a few years ago.

The front utilises Mk5 Golf GTI struts and brakes, 312mm front

vented discs upgraded to drilled and grooved, which is okay for road and light track use. The rear suspension is Lotus Elise S2. Both ends utilise Gaz fully adjustable coilovers, with 300lb front springs and 700lb rears.

Body modifications were a low priority for the build, and were restricted to a Touran front bumper and drafting in Impact bodyshop to run VW Motorsport blue over the bonnet, roof and wheel centres. The factory boarding has also been kept inside, to the extent that the jack was left in situ, even though there wasn't space for a spare wheel. Inside, two occupants are kept in place by a pair of Honda S2000 seats. To monitor speed, revs and temperatures, a pair of custom LED clocks are mounted in the instrument pod, one for each engine. Similarly, a pair of boost gauges are mounted into the centre vents in the dashboard.

As for Ian's impressions of it, he certainly enjoyed it and it has seen off plenty of exotic cars and fast bikes: "It's got a proper grin





No 2x4" paint-splattered radio or Dewalt drill box back here, just a 365bhp S3 engine driving the rear wheels. We love how it's still boarded out too...



“ I HAD A GOOD IDEA OF WHAT FITTING A
REAR ENGINE WOULD INVOLVE
 AND THOUGHT I MAY AS WELL GO FOR IT!
 ”



factor. No-one wants to move over for a white van and it's more fun as it's totally unexpected and people don't know what's hit them. Sixth gear feels like third gear and it can hit the rev limiter in sixth gear." Pretty impressive stuff.

It has a quarter-mile run of 11.28 seconds recorded at Bug Jam on road tyres. On better tyres and with some practice that could be improved upon, but that would begin to take the joy out of it. Ian is a decent driver and takes his own bikes to track days, so he enjoyed taking the Caddy to a Porsche and Lotus owners' track day at Donington in the Caddy to have some fun, cheekily wearing its RS3-style door decals: "One guy laughed about it being a van when he saw me get into it. It annihilated everything on the straights, but the brakes got so hot I ended up melting the powdercoating off the wheels!"

Ian's statement that "it was done as a bit of fun, not to be competitive" portrays perfectly where he's at right now, which is stepping back from the track and show scene, as it can be pretty competitive and all-consuming at times. So with such a fantastically-engineered van being relatively unused, there was an opportunity for someone to get hold of it and make their mark. With that in mind, Ian sold the Caddy in spring 2015 to Phil Sephton and Jay Dwyer, who run local remap specialist Rapid Remaps in Wigan.

Phil and Jay have known Ian for years as he'd previously worked on their cars. Phil knew the Caddy was for sale and he kept on at Ian to do a deal but Ian was stubborn with the price and so the haggling went on for some time. Phil's no stranger to fast cars, but admits to still being blown away by the Caddy's performance: "I

thought I knew what fast was! I've got a 911 Turbo and I didn't feel you could get much faster than that until I drove the Caddy!" he told us.

The duo have pretty much left the Caddy as is for now: "Well, Ian gets it right doesn't he?" Phil explains. Besides, Ian had the van for seven years to iron out any teething issues. Phil and Jay are certainly pleased with their purchase, and can't help but smile whenever they talk about the van: "It's an undercover weapon. It surprises everyone!" It's a great way to promote Rapid Remaps and we look forward to seeing how the Caddy is developed further in Phil and Jay's hands. They may look to calm it down a bit, but we can't see them remapping it for optimum low to mid-range fuel economy, not with the way it brings out the white van man in anyone who gets behind the wheel... ●

This is what you see in your mirror when you're in lane three before you are made to feel very silly indeed



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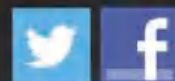
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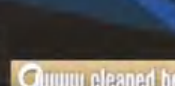
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THE

Following our visit to South Africa last issue and the debut of a rather unique Mk1 Caddy, we now have two more outrageous pick-ups from the same company!

Words: Johann Venter Photos: Mahomed Abdulla

BROTHERHOOD







Those that tuned in last month will remember we featured one of South Africa's baddest VW Caddys belonging to Shak Abbas of Lowrider Custom. Well, we promised we'd be back again this issue with two more killer pick-ups that had been reworked by Shak's crew, so here they are...

We're approximately 40km outside of Johannesburg (Jozi) at Delportan Hill, famous for hillclimbs since the '60s. Today it is also popular among the Street Luge crowd. Perched atop these continuous rolling hills the views are spectacular. This entire area is a World Heritage site known as the Cradle of Humankind. Just down the road are the Sterkfontein Caves where 'Mrs Ples', a 2.1-million-year-old skull, and 'Little Foot', a three-million-year-old skeleton, were found. The birthplace of humanity? You decide...

Now that we know where we are, let's focus on these two rosso stable-mates. The first is a Candy Apple red Caddy that is a former overall winner of the VDUB Camp Fest event in 2012. The second, the apprentice, was a rusted wreck that was shipped up from Cape Town to Lowrider Custom for a rework. So far the team has spent just two months working its magic and the results are impressive thus far, but by no means complete. Shak and the owner are brewing some more magic potion to ensure the end results are wicked, but more on that score later.

So what does it take to pull off one of these legendary builds? We talk to Shak to understand the man behind the myth. Where did it all start?

"From an early age I've been into all things with wheels – building bicycles and then working at a scrap yard stripping cars for spares," Shak explains. "I came up to Jozi when I was 17 to visit my brother. At the time I was working for a litho printing outfit in Durban. While visiting my brother I bumped into a contact who owned a custom sound shop and I was intrigued, or should I say hooked? I traded in my printing gig for the deafening world of car audio."

Shak laughs and a devious grin appears across his face; more than 30 years on and his passion for cars has not dissipated. Quite the opposite. He now has about 20 cars in his stunning collection including a Mk1 GTI, a two-door Mk1 GT, a two-door Jumbo (the name given to Mk2s in SA), a two-door Golf 3, a more-door Jumbo with only 88,000km (54,680 miles) on the clock, an R32 and a Rabbit Cabrio. The reason we're banging on about two-doors is that South Africa only officially got the Mk1 GT and Mk4 1.6 as two-door models; the rest were all four-doors. There has never been a two-door Golf GTI available in South Africa... now isn't that stranger than fiction?

Shak also has a penchant for the Blue and White Roundel, especially the box-shape BMW E30. He has a 325iS, which was unique to the South African market, pushing out 155kW (208hp) thanks to an Alpina cylinder head and M3 suspension. He also has a pristine E30 325i Saloon that looks like it just rolled off the factory floor and, in keeping with the square nature of '80s design, he has a Toyota Corolla to rival the E30 Saloon. And I guess we should



**“WE FIXED ALL THE BODY PANELS
AND RESPRAYED IT
IN THIS MARS RED”**

mention that he has a MV Agusta F3 800 for when four wheels are just too much.

CANDY APPLE RED CADDY

While we could go on about Shak's collection for the next couple of weeks we really should get on to the subject of how this Candy Apple masterpiece came about. "About eight years ago a buddy of mine bought this '95 Caddy as a workhorse," Shak explains. "It was white and had a canopy with the side quarter glass window. It was what you could call 'agricultural'. He wanted to get rid of it, so I swapped it for a Toyota Corolla Twin-Cam that I had."

It sounds like Shak did well out of that swap. "At the time it didn't feel that way," Shak continued. "I drove it for a while as is. Eventually I came across stuff that I could trick it out with, like the full side windows and the Velocity (last iteration of the Golf Mk1 in SA) dash and steering wheel."

When Shak first got his hands on the pick-up it still had its standard 1.6-litre motor. "I wanted to ramp it up a bit, so I installed Bosch fuel-injection and a Motronic MP9 engine management system, as found on the Citi Golf (another derivative of the Mk1 Golf made in SA)."

Given Shak's modifying history, we can safely assume he didn't stop there. "No way, I was just getting warmed up," Shak assures us. "Next I found a set of CTi (another Mk1 derivative) 14" rims which I had stepped up to 15" and widened to 8.5" in the rear and 8" up front. Mag Wheel Services took eight months to get it right."

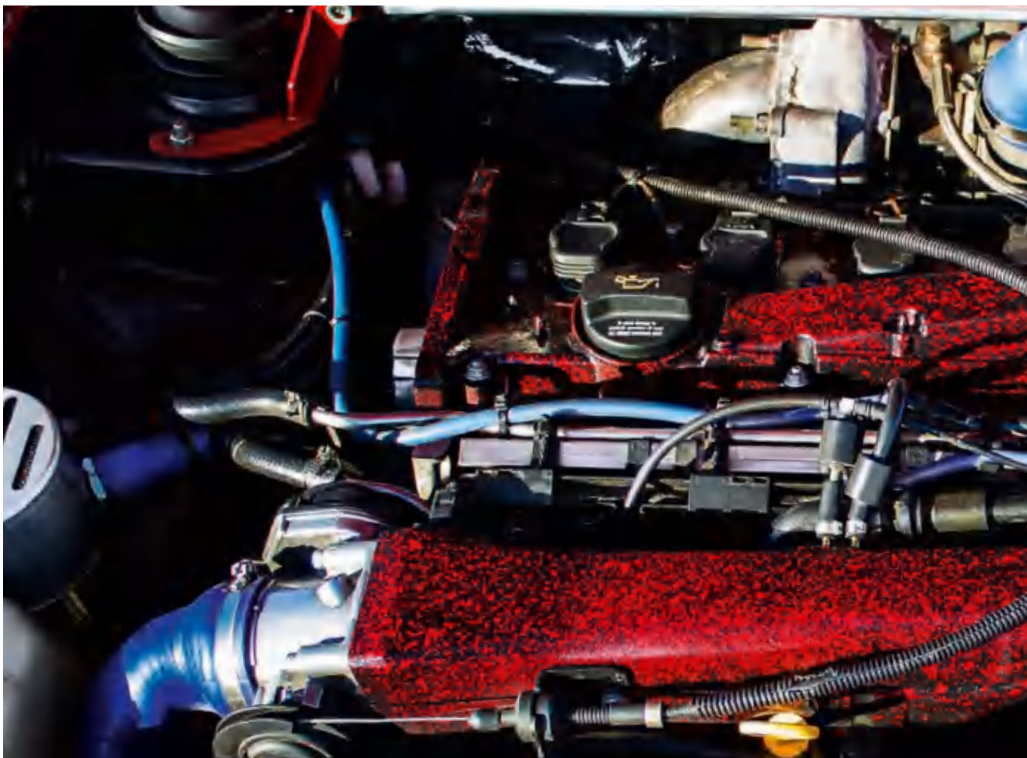
Shak and the team then coated the top of the dash and steering wheel in an off-white, and finished the bottom in the same Candy Apple red to match the exterior. The seats were covered in suede, the rear bed rubberised and the tailgate removed and replaced with a net.

However, before its current fetching shade of Candy Apple red, Shak went for an alternative colour first. "I cloaked it in Obsidian black, which is very popular with Mercs, and added the company logo and continued using it as a company 'bakkie' (pick-up). It grabbed enough attention that it was featured in a local VW custom mag."

Impressive, but that is just the half of it. "What happened next is quite funny," Shak relates. "A client had left some cash for me to secure a Caddy Mk1 for him; the same day I ended up at a breakers yard and found a 110kW (148hp) Mk4 Polo GTI 2.0-litre 20v motor with the cable



“
I ROLLED INTO THE
CASINO AND MADE
THE MONEY FOR THE AIR-RIDE SUSPENSION
”



shift box. Let's just say the guy waited a little longer than expected for his Caddy."

At least Shak got plenty more acceleration, considering the Caddy weighs almost nothing. "The challenge was fabricating brackets to fit the engine mounts," Shak explains. "We also had to shorten the CV shafts to accommodate the bigger motor. The easy part was adding more power, so out came the standard turbo, replaced with a T3/T4 turbo with 4/8 housing, complemented by a Dicktator 60-2 engine management system. To really get the sparks flying we bolted on bigger 600cc injectors, bigger fuel-lines and pump. It makes about 160hp on the wheels. It definitely has more power than weight. Letting off all that steam is a custom Powerflow exhaust with 63mm branches."

Once that was complete Shak was free to take the pick-up to the next level and carry out the colour change: "I found the best paint-slinger

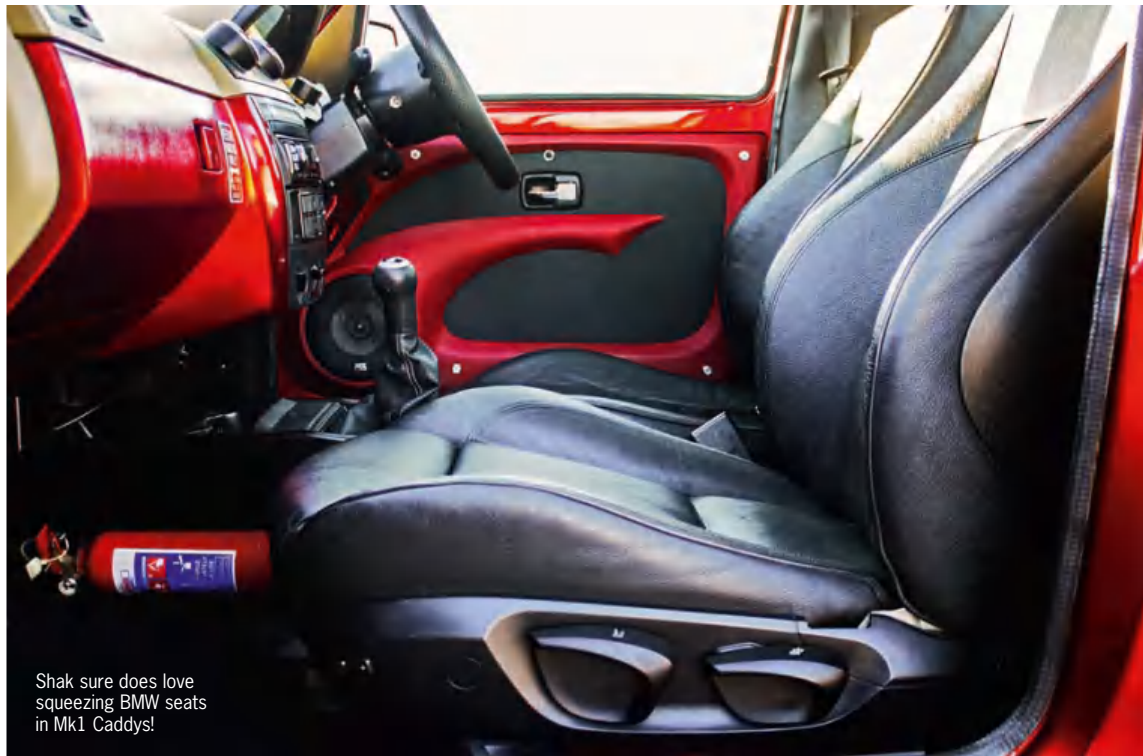
I could to coat the Caddy in 22 layers of Red Candy. We had the arches flared to be prepared for any eventuality. The door handles were removed, leaving a clean shoulder line all the way through. To break up the red the front grille and spoiler have been dipped in carbon fibre."

To fix up the interior Shak turned to BMW for a solution: "BMW seats are super comfortable, especially in these small cabins and seem to fit the ergonomics quite nicely. These are from an E90 3 Series."

Then there's the superb design and craftsmanship of the door panels. "They're a combination of fibreglass and superwood housing 5.25" MTX splits with tweeters and the panels are covered in both red and black leather," Shak continues. "Behind the seats we have a custom enclosure housing a MTX four-channel amp, two Pioneer slim-line 10" subs driven by a Mono-block MTX amp, operated



Custom splits took an age to finish but the end result was worth it



Shak sure does love squeezing BMW seats in Mk1 Caddys!



through an Alpine head unit."

Once the Caddy had been fixed up it was time for Shak to hit the shows, which led to some further development on the modding front: "Once it was completed the first thing I did was to form a Caddy convoy and head to the Auto Style show in my hometown, Durban. A pal of mine, who is a professional photographer, came along for the ride, snapping away at the Caddy whatever chance he got. On our return he showed me some images he had Photoshopped with bigger 17" rims. I looked at them and then uttered a few four letter superlatives as the larger wheels looked sick!" So that how the concept came about for Shak's next set of wheels. "Following this I immediately sourced another set of CTi rims which I took to Mag Wheel Services. It took the guys there 18 months to perfect, with a custom centre cap, the polished finish

complementing the Candy colour perfectly. It equates to a four-step at the back, and a three-step in front so the Caddy now runs 8.5" and 9.5" wheels respectively."

Shak then took the pick-up to another local show which, again, led to another key development being instated. "At the show it was outdone by a Mk4 Golf with air-ride suspension," Shak says. "This got me thinking and then, while on holiday in Cape Town, I came across an air-ride suspension kit for the Caddy. Being low on cash I rolled into the casino and over two nights made the money I needed for the new air-ride suspension! It's a bit of a hybrid system that we developed from the basic kit I picked up in Cape Town. Primarily it is an Air Lift system with a triple convoluted bag at the back, two 20-gallon air tanks, two compressors with thicker, more exotic piping and a full valve bank, all housed on a custom plate underneath the



rear bed. There are custom gauges mounted in the dash for the various readouts."

Once installed and working well it was time for Shak to return to the show scene: "With renewed confidence I entered the VDUB Camp Fest 2012. This time round we were triumphant, the Caddy was crowned the overall winner. We received some awesome prizes."

The biggest party piece of this Caddy, however, has to be the custom chopper bike suspended by two cables in the bed. It literally stops traffic. Whilst on location for these snaps a guy in an X3 braked so hard to get a second glimpse his better half nearly flew through the windscreen. "That is the effect my custom builds have on people," Shak chips in. "I came across it on the 'net; needless to say it was in the United States. It was green but the gold bling was there. I decided to spray it Candy instead to match the Caddy."

MARS RED CADDY

Now that we understand what the benchmark is, we need to turn our attention to the Mars red Caddy. "It belongs to a close friend of mine," Shak explains. "He bought it in Cape Town. When it arrived the body was in bad shape, with lots of rust. We fixed all the body panels and resprayed it in this Mars red, a classic Mk1 colour."

When it came to the bay, Shak's mantra was 'less is more': "We rebuilt the 2.0-litre 8v Mk3 Golf engine from the ground up and powdercoated it where necessary. I fitted a Dictator ECU and performed a wire tuck. It is fitted with a five-speed FS2 gearbox and a custom Powerflow exhaust with 87mm branches."

And all this work was carried out within just two months. "We also dumped the Mk3 Golf GTI seats and fitted these Beemer F30 3 Series items to add some luxury and comfort to the cabin," Shak



continues. "It's finished off nicely with red stitching to match the rest of the interior and exterior. The dash has matching red accents. To complement this we fitted a Momo Sports steering wheel with red stitching and Momo logo in red." Once again, the door panels look killer. "It's what we do best," Shak grins. "The fibreglass and superwood is always a winning formula, housing MTX 5.25" splits with tweeters, covered in red and black leather." Lurking behind those Bavarian seats must be some hard hitters driving the bass? "Oh yes, nothing too hectic though. Inside the custom enclosure is a four-channel amp driving the front splits, two Alpine 10" slim-line subwoofers, powered by a MTX mono amp and controlled through an Alpine head unit. And on this Caddy electric windows and central

locking come as standard."

We love the chin spoiler and from where we're standing it looks just perfect. "Not exactly," Shak admits. "Those BBS rims are knock-offs... for now least but we have bigger plans for this Caddy for it truly to be able to wear the Lowrider Custom logo. I've already commissioned the widening of a set of Alfa wheels which will replace the BBS knock-offs. Second, we will fit air-ride on this Caddy and slam it as far down into the ground as possible. Then we'll drop a VR6 motor into it, which will be breathed upon before we do... it can't be all show and no go!"

So there you have it for now, the build that will take Shak and Lowrider Custom to the next level. We'll be sure to keep you posted ●





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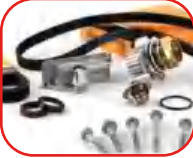
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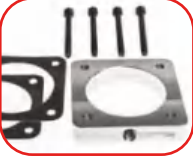
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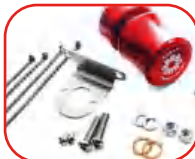
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HOME FRONT

Having grown up with a T2 Bay Window camper on the family fleet, and now with a young family of his own, the editor was itching to test out VW's run-out T5 California pop-top to see if it still offered the same all-round character that made the early Bay Windows such a cult hit.





None of us are getting any younger. If you don't have a family of your own yet, trust me, it can creep up on you fast. You may not think it now, but before you know it you meet the right person, the pressure increases to tie the knot and then one day you look around and you're surrounded by kids... and vomit! Before long the project cars will get put on the back burner (if you're lucky or smart enough to be able to keep hold of them) and holidays abroad become a thing of the past... for a while at least!

I remember as a kid having a few holidays abroad initially, but after my dad bought a Bay Window T2 for us to do Le Mans in it soon became our four-wheeled holiday home. But you know what, even as teenagers my brother and I loved going away with the folks in the old bus. Yes, it was cramped and occasionally unreliable, but the memories we have from holidays in the camper will never leave us, unlike those from the those generic Spanish package jaunts.

I'll never forget one year getting as far as a petrol station in Dover before the starter motor packed up. My brother and dad were still keen to venture to the south of France (via Le Mans), while my mum and I favoured cutting our losses and heading home. As it transpires the problem was intermittent, but by reaching underneath and hitting the starter with a large screwdriver you could cause it to engage and work. My dad spent the next fortnight either trying to park on a slope so we could bump start it or receiving an electric shock up his arm as he struck the starter with said screwdriver. Good times!

Sadly, as my brother and I grew up, the trusty old Bay was sold on. Naturally my parents instantly regretted it and I've always had the longing to buy another one. While some people favour caravans, I feel they're a hassle. Firstly you have to find somewhere to store them, they're a pain to manoeuvre on the road, to park with and, worst of all, you look an absolute tit! Campers, on the other hand, are cool (well, providing you get the right one). We all know there's nothing cooler than a classic Splittie or Bay, but what about the later 'T' models?

While I really don't want to upset anybody, I think it's safe to say at launch the T3 was known as the ugly duckling. However, they can look cool slammed on a set of rims these days. In fact, it only started to become cool after the T4 was launched and seemed to flop right away. I'm sure it was fine as a regular van, but as a camper, it just seemed to have lost that quirky vibe the three prior versions had. Even over time, it's never really grown in popularity. We've seen some really rotten examples out there and judging by the second-hand market, the fact they're so cheap can only confirm our views.

Thankfully when the T5 was introduced back in 2002 it was an instant hit. I guess following the T4 it didn't have too much to live up to, but in the



fifth generation Transporter (a bit like the fifth generation Golf), Volkswagen absolutely smashed it. Not only was it an instant success (despite the premium price it demanded), in just a short period of time the van attracted an audience of fans that gave it cult status before the thing had even gone out of production. How many other single models of vehicle do you know that have so many specialist magazines and companies devoted to them? It's crazy! Over night it seemed like VW was giving the things away (believe me it's not) because almost everybody seemed to have one. While the automotive aftermarket and modified car industry were struggling, in the UK alone literally hundreds of companies started specialising in T5 upgrades. From pop-top conversions to air-ride installs, the T5 was well and truly on the map. So when it came to looking for a suitable camper for

the family, as much as I'd love an early example, and even looked at T25s as a middle ground, the reality is I'm not that hardcore and I don't like to cruise around in the slow lane... and I know what the wife is like. If we're getting a camper then it needs to be modern, clean, have some creature comforts but most importantly be safe.

After spending a small fortune taking the family abroad the previous year, come summer 2015 (with both kids eligible to pay full seat price on the plane), I decided a holiday in the UK might be worth exploring. It would also give us the chance or excuse needed to sample VW's latest pop-top. After speaking to the lovely people on VW's press fleet they 'only' had the option of an all-singing, California SE 140 PS TDI 4Motion with six-speed manual for us to sample. Beggars can't be choosers...

Now while I was confident that if I was ever





Left: Being designated driver for the lads in the office wasn't the original plan! Right: Sliding windows and storage space were among the T5's many plus points

£4000 a year, every year, on their family holiday? I guess you could also ask who pays £56,000 on a camper van? Well, as it transpires, considerably more people than you'd think. You see there's a bigger picture to consider here... much bigger. Firstly, these vans are so plush these days that you can use them daily. They also hold their price, too, so whether you're planning to trade up to a newer model in a few years or keep the thing for a while, the residual values are very strong. Also, you're not just limited to one holiday a year. Hell, when my folks had theirs, every weekend was a holiday.

Whether you're just popping away for one night or hitting Europe for a couple of weeks, it's hassle-free; no airports, no hotels, no hitching up the caravan – just throw in your luggage and go!

So, I guess I really should review the thing now we've looked at all the other options. First impressions, well with the California arriving at the office on a Friday morning, not only did it get a good going over by everybody in the office, it was decided as the sun was out it would make perfect sense to pop to the pub in it, followed by a drive-thru McDonald's run on the way back! I can't actually get over how much the fun bus won people over and turned virtually everybody that saw it into massive kids again. 'I want on,' was probably the most common comment.

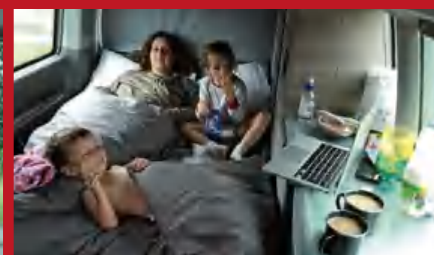
The idea of being able to use the van daily during the week, but then at the drop of a hat just throw in your luggage and head away for the weekend is awesome. During our trip to the Norfolk coast we stayed on a couple of campsites, but also outside a few friends' houses. The latter was actually great as we were able to use the amenities without imposing. A lot of friends have kids now and not necessarily enough room in their house for you all to stay, so having the camper is a great way around this.

Despite being surrounded by some much larger campers (and a whole host of caravans) the California really was the envy of the campsites. On one particular campsite just outside of Cromer, we literally had people queuing up to take a look inside.

I think the use of storage was probably the most impressive element. How the California manages to pack quite so much into such a small space is mind-blowing. There are plenty of useful storage areas (along with additional lighting and both USB and household plug sockets). The kitchen area not only boasts twin hobs, but also two large cupboards below and a deep fridge area to the side. There's a wardrobe where you can actually hang up clothes (with a vanity mirror), a safe to keep valuables in, and under the rear seat there is a deep storage area to stow away power cables and bulky items. There's also a large high-level drop-down storage area above the rear seats and decent boot space, too. In the back on the left-hand



going to convince the wife to swap a hotel room for a camper van then this was the way to do it. When I checked out the price I was a little taken aback; it's on the road price was £48,648 for this particular model, but with all the extras it had the final price was just over £56,000! Any which was you say it that's a lot of money. I'm not sure how many cheap terrace houses that would buy you up north these days, but probably a fair few. Okay, perhaps a better comparison is to work out how that investment (and it needs to be an investment) fairs against the price of an average family holiday. Now, believe it or not, according to many sources online, the average price of a holiday for a family of four living in the UK is just over £4500 (plus spending money). Even if you even that down to £4000, it means you hypothetically speaking it will take you 12 years for the van to pay for itself. But who spends





As the kids eat brekkie Ell's wife Vicki is wondering how much he can sell the Rallye for (it's *never going to get done anyway is it?* ~ All) and put the cash towards a T5. Harrison should have clearly gone for Frosted Shreddies, the tiny fool

side is more storage shelves hidden away, below which lives the water supply and gas bottle. It's the neat stuff like how the table slides out from the side of the rear seat and is hinged so it can pop up in seconds that was most impressive. An additional table for use outside is housed in the side sliding door and amazingly there are even two fold away deck chairs inside the rear tailgate. We could honestly bang on about all the little neat touches for ages. It's clear in typical VW fashion that a lot of thought has gone into fitting a whole host of creature comforts into something no bigger than a conventional panel van. Okay, at times (especially when the weather is bad and you can't just put stuff outside) it was a bit cramped inside for the four of us; however, you soon learn that with a strict routine of putting stuff away in its own space when finished with made life much easier. Using the wind-out canopy and addition seating and table space made the whole experience feel far roomier.

Although slightly flimsy, the window blinds were great at night, as were the two sliding side windows. With the doors closed, blinds down and beds all set up the camper really is a cosy place to be, especially with a hot cup of cocoa.

The only couple of gripes (and we're being overly critical here) we had were that the front swivel 'captain' chairs were awkward to turn around 180°. In fact, even after a week with the bus we still hadn't managed to master the *Krypton Factor* skills needed to carry this out. On the plus side, although taking a few attempts to get right initially, the eclectic pop-up roof was a joy once mastered! We also found that with two young kids, the light grey material used throughout wasn't practical, especially on the

areas of the front seat you stand on to climb up into the roof area. A power tailgate might also be a nice addition, given its size and weight (it does house two seats).

Also, although a great idea, we did manage to break the map light located in the pop up roof – a more heavy-duty solution was very much needed! Oh, and although handy at night, the heater was a bit noisy, too. We found the best solution was to crank the heater for an hour before you went to sleep, then turn it off completely. We also suggest that if the roof is put away wet, you open it up to air out and dry again at your earliest convenience.

Out on the open road the van performs and handles like an average family saloon. It cruises well and seemed pretty efficient too.

The van certainly didn't disappoint. We didn't meet anybody who didn't want it. The kids loved it, our friends loved it... hell, even the wife loved it! Sure, you could buy a larger camper for similar money, but before you know it you'd be in the same position as a caravan, cruising the slow lane, and having trouble parking and driving along narrow lanes. The California offers the perfect balance of refinement without compromising driving quality or on-road usability.

So, would we do it all again? In a heartbeat! Were the wife and kids converted? From the moment the roof popped they were sold! Will we be investing in one? Yes, in some shape or form it's safe to say that a nu-wave VW camper will be part of the Roberts' fleet before the year is out. In fact, as the new T6 version has launched since our trip away we're itching to test one to see how they compare. For full specifications and prices of the new T6 Camper range, head on over to www.volkswagen.co.uk ●

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Whether it be a 'beat run' gone wrong, a random mechanical mistake or an act-of-hooning mishap, when your pride and joy is left wrong side up, it's good to know there are folks waiting and ready to come rescue you and your badly-bruised ego. And if you're lucky, they might even be born-and-bred car geeks like you, who just so happen to know as much (or more) about dialling-in an IV as they do about dialling-in their ride height.

In the USA's upper Midwest, we found not one, but two individuals fitting this particular description; Kyle Wam and Conor Quinlevan. They're the owners of the heavily-modified VWs you see here, as well being the local EMT (Kyle) and fire fighter/EMT (Conor) for Grafton, Wisconsin, fire department.

Kyle and Conor have been co-workers for years, but became friends long before that, hanging out at shows and the shared garage space known amongst friends as the 'Back 40'. That space was also shared with mutual friend and Veedubber, Jonathan Campbell, who played

a hand in both of these builds, but we'll get more into that later. Kyle's Harlequin and Conor's Mk2 are the result of six and eight years of hard work, respectively, and while they differ in terms of overall style, both have a understated, old-school class about them, drawing them together.

KYLE'S HARLEQUIN MK3

"I've actually only been into VWs for seven or eight years now," said 38-year-old Kyle Wam. "I was originally more of a sport bike guy. I only bought a VW because I crashed my bike back in 2008 and I'd decided I needed something I could toy around with that wouldn't kill me at a moment's notice," he laughed. As you may have guessed, Kyle likes his fast bikes. Past rides include Honda's 929 as well as a Yamaha R1 and an R6. "I loved that R1 and it kills me to this day that I had to sell it back in 2010. I had a wedding to pay for so, you know, priorities..." he smiled.

Thankfully, by 2010 this particular project was well underway, though it was not his first VW: "When I crashed my bike, I went out looking for something else that I could drive and modify. A

few of my friends had VWs and I ended up test-driving a Tornado pink...err, red... Mk3 Jetta that was sitting on a dealer lot down in Chicago. The sound of that VR pretty much got me right away; I had to have it," Kyle confessed.

Not surprisingly, Kyle wasted no time making it his own. Within a few months, cams and an exhaust were installed to further emphasise the VR's trademark engine note and coilovers were bolted on to tidy up the Mk3's unruly ride.

By the end of the following year, Kyle was ready to dig in even deeper, so he picked up another Mk3, this one a Golf, so he could pull the Jetta off the road and have the head ported and polished to make room for bigger valves. "I wanted to squeeze a few more horses out of the VR so I sent the head off to be reworked, hoping to have it back and installed by the spring of 2010," he explained. "However, as I was hunting around the internet, looking for more ideas on what I should do with the Jetta, I found a listing for a Harlequin Mk3 Golf on the RossVW website (the Harlequin registry in North America). Even though the posting was months old, it had a

DRAFT

When your full time job entails risking life and limb putting out fires and rescuing people, this modifying car lark we call a hobby has got to be a walk in the park, right? Don't ask us, try the two owners of these rather seriously modified Volkswagens...

Words: Brent Campbell Photos: Kris Clewell



contact email address listed, so I shot him a line, figuring I had nothing to lose.

"Amazingly, the guy responded within minutes, assuring me that the car was indeed still for sale and was in excellent condition. I text my buddy Scott Rudolph ('Scooter') and asked if he'd be interested in making a weekend trip to New York to go check it out. This, of course, was before I even mentioned anything to my wife. Thankfully, Scooter (and eventually my wife) said yes."

At noon on the Friday of that week, the boys hit the road, making the 900-mile trek to Hoboken in Kyle's clapped-out Mk3 in excellent time, despite having to drive through the rain with bald tyres for half the drive. They arrived at 3am, grabbed a few hours of shut eye, gave the Harlequin a quick ride around the block, paid the seller's asking price and then hit the road again, arriving back in Wisconsin by 10:30pm Saturday night. "While the Harlequin was a pretty boring ride with its two-point-slow and automatic transmission, Scooter definitely had it worse with those bald tyres. I really owe him one for that!"

With the Mk3 now in his possession, Kyle

overhauled all of his project plans, making the Harlequin the centre of his attention. Coilovers were on the car by noon of the second day, the Jetta's VR with a stock head and bigger cams was strapped within weeks, and the red Jetta was finally sent on its way.

As the Harlequin was being reassembled from the motor swap, Kyle installed a full Euro Jetta front end as well as Euro bumpers and Euro front arches as well. All parts were painted by long-time friend Matt Baer at Auto Craft Collision Center using OE paint. To finish off the look, Kyle bolted on a set of colour-coded (i.e multi-coloured) RML Snowflakes and an assortment of Hella 'Magic' coloured tails and signal lenses from his growing horde of Mk3 merchandise.

Once the big-valve VR head was completed in summer 2011, it too was bolted on, though its run was short-lived as the motor ended up detonating in spectacular fashion on the 300-mile return journey from a car show. "I think we ended up finding four pistons with holes in them after that thing blew up," Kyle said. "Thankfully, our group of friends always has at least one VR

lying around for tragedies like this!"

The motor was installed over the winter of 2011, though he made a few other upgrades while he had it locked away in the Back 40: "That winter, I wanted to get the wheels and ride height perfected, so I picked up a set of Borbet Type As (one of my favourite wheels), and a set of bags from BagYard. I installed the bags myself and made a few other minor updates to the car before pulling it out of storage in 2011."

Unfortunately (or fortunately, depending on how you look at it), that first day of the season would decide the course of the remainder of the build. While stopped at a light, Kyle was rear-ended by a massive Crown Vic, which not only crunched the rear bumper but also pushed the Harlequin into the car in front, obliterating the bumper, the core support and one of the headlights as well. To make things worse, the insurance company wanted to write the car off for next-to-nothing as, to them, it was only a 15-year-old Golf. Thankfully, Kyle was able to sway them otherwise, showing the receipts from all of the Euro parts he'd purchased over the previous



two years. He eventually got a cheque for about five grand, but not after spending the whole summer on the phone with his agent.

With the insurance woes behind him, the car was handed back to Matt at Auto Craft to make everything right again. While the car was out for paint, an opportunity presented itself that Kyle could not have foreseen, but was fortunate enough to be able to take advantage of; a local friend, Andy Eineichner, had totalled his R32 and was looking to part the car. While he hadn't planned on upgrading to an R motor, the seed had now been planted, he just had to figure out how to make it happen. "I knew I'd be able to scrape together the funds to buy the motor, so I wasn't worried about that, it was more of just finding out how I could get it into the car. An R swap was beyond my level of skill and patience, so I called the only guy I knew who could make this happen, Jon Campbell," explained Kyle.

Jon was a fellow VW lover, a seasoned mechanic and a VR addict. He'd completed a

number of swaps already, including a G60 into a Mk1 and a handful of VR swaps. He's the go-to guy for VW-related work in the Milwaukee area and he happened to share space in the Back 40 with Kyle as well, so they were already friends.

"I called up Jon and asked if he'd be up for it. Fortunately he said yes. He even signed on to do a full Mk4 dash swap as well, provided I gave him the time to do it properly. Of course, I had no problem with that as I'd need the time to save up and pay for it all! I bought the entire R32 and had it towed to the Back 40 and then we both went to work, stripping it down, selling off what we wouldn't need and then cutting the back half of the car away so as not to take up a lot of space. That was back in December 2012. It's crazy how these projects evolve," he laughed.

In order to properly install the R motor and the full Mk4 dash into the Mk3, Jon insisted on using as much from the donor car as possible. The entire harness was removed from the Mk4, from headlight to tail-light, so Jon could work through

each wire, stripping away everything that wouldn't be needed in the Mk3. This also minimised the need for splicing as the harness went into the new car. While he was working through the harness, Jon also stripped down the motor to replace the bearings and a local machine shop stripped and rebuilt the head. Not wanting to have to pull it all back apart again, Kyle also had Jon drop in bigger cams.

Once all the components were ready, some were painted to match the Harlequin paint scheme and the motor was reassembled using all new gaskets, seals, chains, guides, and fresh hardware. The Mk3 transmission was carried over and bolting it on was a relatively painless.

While test-fitting the motor, it was apparent that Kyle's beloved Supersprint header and Y-pipe would not fit into the Mk3's tighter bay, so the flanges of the header had to be carefully removed and rewelded to fit around the rear engine mount and the Mk2 manual steering rack. For more clearance in front of the motor, pusher



DUB DETAILS

ENGINE: 3.2L VR6 24v motor with full Mk4 harness and UM tune, TT 260/264 cams, 02A with Wavetrack LSD and TDI fifth gear, Carbonio cold air intake, custom motor mounts, modified Supersprint header and Y-pipe, stainless TT exhaust with one muffler deleted

CHASSIS: 9x16" CCW LM5T polished wheels, 195/40-16 Yokohama S-Drive tyres, BagYard front and rear struts, dual 444 compressors and AccuAir management, Mk2 control arms, Mk2 manual steering rack, G60 brakes redrilled for 5x100

EXTERIOR: Full respray in OE Harlequin colours, Euro Vento front end with early grille, Euro bumpers, Euro front fenders, shaved CL hatch with Cult Society hatch plinth, Hella green magic coloured tail-lights, Hella blue magic coloured turn signals and fogs, cleaned engine bay

INTERIOR: Bride GIA Low Max racing seats with Bride rails, Shroth harnesses, Mk4 dash with Mk4 harness, modified Mk4 column to work with Mk2 rack, Dakota Digital gauges for air-ride

SHOUT: To Jon Campbell for being the brains and the skill behind this project without him it wouldn't have been possible, Matt Baer at Auto Craft Collision Center for all the paint and body work, Andy Eineichner for totalling a perfectly good R32, creating the opportunity for the swap and finally thanks to my wonderful wife CJ for putting up with me spending ungodly amounts of money on a car

fans were installed in front of the radiator using a modified core support and a new, hardened front engine mount was fabricated.

Inside the car, another battle was being fought. In order to fit the massive Mk4 dash into place, as well as its matching console, the dashboard had to be extensively modified to fit the narrower car with its more upright windshield. Kyle spent hours test-fitting, trimming and test-fitting again to correct the depth issue and they worked together to modify the rebar supporting the dash. The Mk4 pedal cluster was modified in order to work with the Mk3 clutch pedal and brake booster, which was a time-consuming process, and a Mk2 steering knuckle had to be welded onto the Mk4 steering shaft so the Mk2 manual rack could be used as well.

All-in-all, the wiring and dash fitment portion of the build took just over a year, as Jon was assisting on other projects as well as working on his own Corrado build, but ultimately all of the work paid off. When the partially-assembled

Mk3/Mk4 hybrid was finally rolled out of storage in spring 2014 it fired up first time. Jon was even able to keep the Mk4 alarm, immobiliser and keyless entry features functioning in the new shell. The only upgrades that were not carried over were the airbags and ABS, as Kyle was using older G60 Corrado brakes redrilled for 5x100 rather than the 'Plus' suspension to run wider wheels. To match the fuel and ignition with the uprated cams, a United Motorsports chip was also installed.

Now that the car was running and everything seemed to be in working order, Kyle and Jon assembled the remainder of the car, including fitting the Bride front seats, racing harnesses and the rest of the Mk4 interior bits, wiring up the lighting, and dialling-in the air-ride.

Lastly, Kyle fitted a fresh set of 9" CCW LM5Ts, which somehow tuck perfectly under the Mk3's arches. "I absolutely love five-spokes and even though I've never been a fan of polished wheels, I bought them anyway just because I

knew they'd fit the car perfectly," he said. "Overall, the car came together brilliantly and while there were a number of issues, between the two of us we were able to get everything figured out. Honestly, I couldn't be happier."

CONOR'S WHITE MK2

Unlike Kyle, the evolution of Conor Quilevan's Mk2 project was more about the need for continual progress and the desire to try something new, rather than outright speed. Not only was he surrounded by other, continuously-evolving projects (including both Jon and Kyle's), he'd also made a few trips to H2Oi, which, as many Americans can attest, has the tendency to motivate hardcore Veedubbers to completely overhaul their project cars.

Over the eight years that it took to complete the project, he's left hardly a bolt or body panel untouched and the results speak for themselves, but before we get into the details, let's learn a bit more about 28-year-old Conor: "I've always liked



cars, but didn't have a specific car or marque I liked when I was young," he confessed. "So I bought a CRX when I was 17, but that didn't really grab me and I ended up selling it.

"Once I started work after high school, I met Dan Kender, a fellow EMT, who was really into Mk2s. He had one he was looking to sell and I bought it, which finally gave me a car I could work on and improve. It was an 8V GTI automatic, so it was slow and I was always fixing it, but it taught me a lot about cars and I was able to get all my bad modding mistakes out of the way on that car before I moved on to the white one," he laughed.

Conor came about this car in 2007 through mutual friend, Jon Campbell (of course), though at the time it was only a shell, a VR6 longblock and a pile of parts. It was more than Conor really wanted to take on at the time, but Jon offered to help and so he scooped it up and started work on it in its newfound home at the Back 40.

"At first, all I wanted to do was get it on the road, so I finished stripping out the 8v and automatic transmission and then Jon and I started the process of dropping in the VR,"

Conor explained. "First, he and I rebuilt the motor with fresh rings and bearings. Then we fed an OBD1 Mk3 harness into the Mk2 which wasn't too bad of a job since it was a late-model car. We then dropped the motor into place using the Mk3 transmission with the Mk2 axles, brakes and a manual rack to keep it simple. I dropped the car on a set of H&R Ultra lows and some Rota RBs and had the car on the road the following summer."

With the car for the most part buttoned up, he drove it through the summer, but issues prevented driving it to its first big show, H20i. "After working on it all winter, I was hoping to bring it to H20i that autumn with the rest of the Milwaukee crew, but the oil cooler was leaking oil into the coolant, so I decided to park it and ride with someone else," he said. "It sucked not having the car there, but I'm glad I went. I ended up spotting the Bynums' white Mk2 with the custom red 'bay and interior (PWW 05/09), which was a big inspiration for my project."

Needless to say, once Conor was back from H20i, he got down to business, stripping the car to a bare shell again in order to start the

process of shaving the 'bay. But unlike many projects, Conor didn't even make it to the random-boxes-of-parts-and-a-partially-stripped-bay stage before nearly calling it quits. He explained: "I was so worried about losing bolts and not knowing what went where, that I went through the painstaking process of bagging, labelling and cataloguing almost everything so I could find the parts and know which ones would get plated, powdercoated or replaced, which nearly killed the project from the start! It drained my patience, but that extra effort did pay off in the end."

Once the car was stripped down, he then went about the daunting task of performing his first engine bay shave, which also turned out to be far more time-consuming than he had hoped. "I wanted to cut out the rain tray, so I went ahead and did that, but almost immediately there were problems as the Back 40 was not really a climate-controlled environment... I worked on the car every day, but the metal I had stripped the day before would already be starting to rust when I returned so I was constantly applying extra layers of primer to keep it sealed," he said.

But things got even worse as he neared





completion. "Once I'd finally finished all the welding, filling, priming and smoothing I had planned to do, I called my friend Dave Cain to stop over and spray the 'bay. But when he arrived, he gave it all a quick look and told me the filler was shot and that there was too much moisture in it for him to paint it. I was gutted. I had to take the whole bay down to the metal once again and then fill and prime it over the course of a day or so, just so he could get some proper primer and paint on it before the moisture set in. In the end, the 'bay looked great, but it took nearly two years for it and the rest of the car to finally get sprayed," Conor said, relieved.

But there was still a long way to go. With the bodywork largely complete, Conor moved his focus on to the engine. "I wanted to do a painted block that would tie in well with the interior and complement the 'bay, rather than match the 'bay entirely, so I spent a lot of time researching colour combinations," he recalled. "I was stuck on gold for a while and even went so far as to have the transmission rebuilt using a gold-coloured housing, only to have to pay to have it rebuilt a second time months later once I'd

settled on the caramel colour instead."

He had the block painted to match the transmission and dabbled with a few colour choices on the manifold before finally going with white. "That was Mr Cain's idea and I'm glad he finally convinced me. The white really makes it pop," he said. Conor used a mix of plated and powdercoated parts throughout the 'bay to mix things up, though easily one of the most noteworthy features is the custom polished alloy coolant reservoir. In a nod to some of the finest VR 'bays in the business (including the Bynums'), Conor tried his hand at fabricating his own custom tank with spectacular results. We can only hope the photos do it justice.

As the finishing touches were being decided on and added to the engine bay, a little peer pressure from Kyle, Jon and others convinced Conor that bags were in order as well. "Jon knew the look I was going for and it only took a few reminders about how maddening it would be to constantly spin the coils up and down before and after shows. I caved," he admitted. "I ended up ordering a set of bags from Air Lift as well as AVS manual controls. We wanted to bolt this

DUB DETAILS

ENGINE: 2.8-litre VR6 12v motor, 276-degree cams, custom intake manifold and coolant reservoir, relocated coil pack, spark plug wires and air temp sensor, oil cooler, pusher radiator fans, TT chip, TT downpipe, Borla cat-back, Delrin motor mounts, nickel-plated and painted components throughout, 3.94 final drive with TDI fifth gear, Peloquin limited-slip differential

CHASSIS: 8x15" (front) and 8.5x15" (rear) three-piece custom OZ Fittipaldi wheels with gold hardware, Toyo T1R 195/45-15 tyres, Air Lift front and rear struts, AVS switchbox, dual Viair 444cc compressors, manual Mk2 steering rack with tie rod flip kit and ball joint extenders

EXTERIOR: Full respray in OE Alpine white, shaved engine bay with rain tray deleted, GTI arch flares and thin side moulding trim, early hatch glass without brake light, shaved badges, Euro brake lights, Hella RHID Euro headlights with city lights, Hella French inner high beams, custom cabin intake, OE-wired rear foglights

INTERIOR: Trophy Recaros retrimmed in caramel vinyl, Corrado dash dyed navy blue, A-, B-, and C-pillars lined with navy and caramel vinyl, new navy carpet with matching floor mats, recarpeted rear shelf in navy material, baby ostrich vinyl headliner, custom shift boot and handbrake boot in caramel vinyl, Euro Mk2 centre shift surround, air pressure gauges and USB port in lower dash console, leather-wrapped Mk1 steering wheel with navy dyed center horn, modified Corrado dash A/C bezel with Mk2 non-A/C bezel and non-A/C heater box and fan

SHOUT: A big thank you to my friends and family who made this build fun and forever memorable. Dan for introducing me to Volkswagens. Campbell for teaching, mentoring and keeping me on the straight and narrow, JR for his upbeat attitude, Jonny for being my go-to for anything, Dave for his paint expertise, Jory for being the parts wizard, Scooter, Kyle and Gavin for their help at the Back 40, my parents for being my storage facility for parts, my wife Anna who thought it would never end and to everyone else unmentioned, you're a memory and a part of this whether you like it or not



setup in over the winter of 2011 just so I could get the car rolling again as my wife and I had just purchased a house and I was eager to utilise the new garage and stop paying rent!" he laughed.

But of course, Conor being Conor, the process of installing the air ride was never going to be a cut-and-shut job. "Long before I bought this setup I'd helped a friend by picking up a bagged A4 from the East Coast and driving it back to Wisconsin for him. That thing was completely hacked! I had no idea where the car was sitting and it had a slow leak, so I basically ended up airing it up every time I heard the arches melting the tyres, which was a lot over that 900-mile trek... I promised myself that if I ever did bags I would do it right," said Conor.

With the bags installed and the car in its new tuck-under home, Conor went to work inside, implementing his navy/caramel scheme throughout. New navy carpet was fitted first to set the tone. The seats were then sent out for a fresh retrim and the doorcards and pillars were wrapped in blue and caramel vinyl as well. The rear shelf was then wrapped in navy carpet to match the floor and he had custom faux baby ostrich vinyl used to spice up the headliner a bit.

But what really sets off the interior is the custom-dyed Corrado dash, which Conor insists was an absolute bear to fit: "There's a reason you don't see too many people fitting 'Rado dashes in the Mk2. They're heavy, too deep and too tall, and even the steering column needs to be relocated to make them fit right," he said. "I had that dash in and out a hundred times and in a freshly painted car no less! In the end I had to use a Corrado column, custom supports for the dash and knee bar, I had to reshape the dash where it meets with the windshield and I ended up using an early Euro Mk2 shift surround since the Corrado lower console wouldn't fit.

"Thankfully, since I used a Corrado harness to wire the motor, I was able to make the Corrado gauges and switches fully functional, which made it all worthwhile. Even the MFA works. I recalibrated the gas gauge to work with the smaller Mk2 tank and installed the gauges for the air-ride where the oil pressure and temperature gauges would normally go in the 'Rado to finish it off."

In the back, the tanks and pumps for the air-ride sit in the spare tyre well, the full-size spare sits proudly above that and a custom sub box finishes the job. Outside, the exterior is largely OE Mk2, though Conor's fitted French inner lights to liven up the front end and half-smoked tails in the back. An extra bonus of using the Corrado dash, harness and switches is that the OE Euro rear foglight could be made functional using the single headlight switch.

Lastly, a custom-built set of Fittipaldi's were bolted under the arches – not unlike Conor's favourite Bynum special, though he swears it's just a coincidence: "Honestly, I've always loved those wheels and I was fortunate enough to find a set on a BMW forum. The post was actually four years old but the seller still had them, stashed away in his garage. And Chris West ('Junior') had all the components I needed to rebuild the set with the offsets I was after. It wasn't until someone pointed it out that I actually realised Jeff and Wayne were running nearly the same set. It must have been a subconscious thing I guess!" he laughed.

Both projects finished in 2015 and both scored trophies at their first shows, including Conor's winning 'Best of Show' at the newly re-tooled Eurowerks. We can only hope we'll see them both at more shows around the Midwest and the rest of the US come 2016 ●



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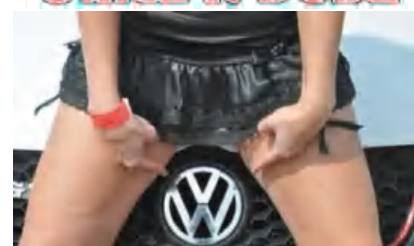
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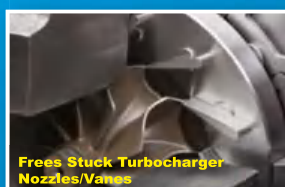
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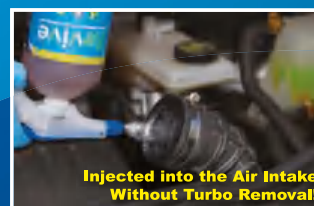


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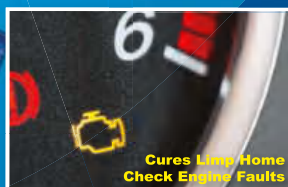
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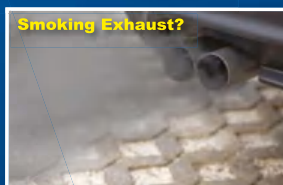
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SEMA VS ESSEN

How do you compare America's massive SEMA show with Europe's Essen event? This is how: in a head to head show report focusing on both shows' plus and minus points. Are you sitting comfortably?

Words: Elliott Roberts Photos: Seb Mol, Andy Basoo and Kevve

1-4/11/15
SEMA SHOW
LA CONVENTION CENTRE
AMERICA



SEMA SHOW

I remember a day when only a handful of people were lucky enough to fly out to Vegas for the world-renown SEMA show. SEMA (or Specialty Equipment Market Association using its full name) is branded as the world's premier automotive specialty products trade event and I don't think anybody would dispute that. To you and I, it's effectively the largest car tuning show in the world. Intended to showcase all the latest tuning products from various manufacturers around the globe, inevitably the event debuts some pretty dope cars in the process.

The thing is, being a 'trade only' event meant, up until a few years ago, the only people heading over from the UK were a handful of media types and some of the larger tuners. These days, however, it couldn't be more the opposite. Back in November of last year it was probably easier to state your Facebook car buddies that weren't out in Vegas for SEMA rather than those that were. Everybody went, or at least that's what the internet would lead you to believe.



Before we get on to the show and what a mind-blowing experience it is, we've got to mention our slight regret that it's not open to the general public and that it only runs for four days. When you look at the sheer scale of the event and how much some companies spend on their elaborate exhibition displays, it seems a little crazy they don't run it for a week and on the weekend open the doors to everybody. Hey, what do we know?

Held in and around the Las Vegas Convention Centre, last year's event drew a reported 60k international buyers and sellers. Split into 12 sections the show has something for everybody (and that's before you look at the various after parties and other activities going on away from the show). Despite the hype and new projects breaking cover online in the run up to the event you still never quite know exactly what to expect or what you'll see.

The New Products Showcase alone features around 2500 newly introduced products. Imagine trying to take in that little lot in just four days, and that's before you've had time to check out the show cars, live action going on outside the place or, if you're that way inclined, attended one of the many educational seminars taking place. The show is huge and while the European content at the show could never compete with the US domestic stuff in terms of quantity, it more than makes up for it on the quality front. Despite the patriotic nature of our American cousins, it's still deemed cool to mess about with European motors, which is music to our ears.

With a massive helping of wide-body Porsche 911s, the majority created by the likes of RWB, and a good dosing of new-wave Audis (the majority being of the R8 persuasion!), it was Legacy Innovations' futuristic Corrado that grabbed our attention. We say 'futuristic', but then the Corrado has always been ahead of its time. In this case the guys at Legacy have smoothed things out a bit and rounded off some edges. If this sounds easy



We've never wanted a Supra more than right now...



Some bloke called Mike built a BMW, apparently....



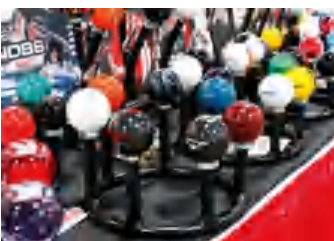


Motorsport-inspired Mk5 split opinions. We love how hardcore it looks. Hope it's got power!



anybody that has ever tackled widened metal arches (in this case 2" on each corner) or a smoothed engine bay will know there's nothing easy about these kind of modifications. We're hoping to have a full feature on this car soon but for now take in the only photos we bagged where the car didn't have a huge group of people swarming around it.

Speaking of which, star of the show had to be the return of Mike 'Stance Works' Burroughs' Rusty Slamington. Unless you've been living under rock for the last year, then you'll be aware of the car's previous incarnation and how it was badly damaged in a fire. Some four years on (and a reported two years under the knife) Mike proudly unveiled his beloved E28 on H&R Suspension's stand and it was swamped all weekend. And rightly so. A tube chassis, boxed arches, a roof chop, a two-door conversion, a shortened wheelbase and inbound suspension, and Porsche 956 BBSs (14.5"-wide out back) all aid the VAC Motorsport dry-sumped S38 motor. Mike, it may not be a VW but we salute you regardless! We love how he's outdone a lot of the larger, big-buck companies at gaining the most exposure. What a car and what a show. If you're planning on attending this year's event then save the put 31 October to 2 November in your diary.



Dream car right here...



In amongst all the craziness there was a timeless Mk2 small bumper on RSs

ESSEN MOTOR SHOW

We've been attending Germany's Essen Motorsport on and off for the past 20-odd years. It's always a good show and unlike SEMA it's also open to the public on the weekend (following a couple of dedicated days for the press to gain access). Although it's great to attend on the weekend to see the crowds and buzz surrounding the new cars and products, we tend to favour the media days mainly because it's far easier to get a decent photo without some random stepping into the frame.

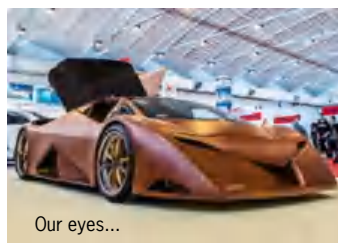
Billed as 'Europe's leading fair for performance vehicles' Essen is, in fact, very similar to SEMA in terms of the concept behind the show, just not quite so vast, or American (obviously)! However, there's still plenty to keep you busy for a couple of days, if you want to do the show properly that is.

While some people choose to fly out to the show from the UK, we've always used it as an excuse to have a bit of a pre-Christmas road trip. The Christmas market in Essen centre is always worth a look and while the nightlife is never going to rival that of Vegas, there are still plenty of things to do. At the end of the day the main reason we attend Essen is for the cars and, as you can see from the photos, it still delivers in buckets.

What we like about Essen is that despite the obvious flood of incredible new-wave motors promoting all the latest tuning products the show still has more than its fair share of retro rides, or 'young timers', as they like to call them in Germany. From supercars to hot rods and everything in between, Essen has something for everyone. And that's before you even start talking about the crazy concept and one-off creations you usually find lurking in the basement.



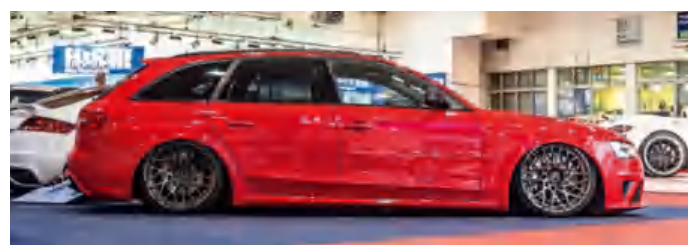
Lexy Roxx's Mk2. Who? 'Incognito Mode' on...



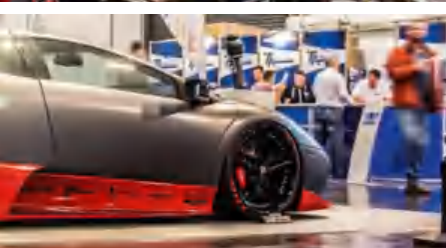
Our eyes...



27/11/15 - 6/12/15
ESSEN MOTOR SHOW
ESSEN
GERMANY



The Mk3 TT looks better every time we see one. This race-spec version looks especially badass



We always love a look around The Classic and Prestige Salon, which features more than 250 classic cars all up for sale, plus a vintage car auto jumble, which really is like an Aladdin's Cave.

In terms of highlights and trends, well, modified Mk7s are still pretty thin on the ground with the sixth gen' Golf currently being the favoured Dub to modify. Audi wagons are still really popular in mainland Europe, along with modified R8s, which they must be giving away now due to the amount of tuned versions we saw. We still love Buni of BS Carstyling's wide-body example from the 08/15 issue of PW. Red-headed German porn-star and serial car tuner, Alexandra 'Lexy Roxx' Redon had both her wide-body Mk2 Golf and Mercedes on display. We still can't decide which we'd like to take home, probably the Merc with Lexy at the wheel.

Air-ride really has taken over the European show scene with around 70% of the tuner cars there running on bags. That said, with some of the hardcore static guys achieving such crazy lows it's easy to mistake a static car for one being on bags. The Felgen Poliererei Gescher (zero-RS.de) Fox is one of those cars that sits so well you're convinced it has to be on air but it's not. It had to be one of our favourites on display, in fact. It was nice to see some UK tuners



<insert 'jizz in my pants face' meme right here>



showing off their cars at Essen. We couldn't miss Xenonz UK's wide-body Audi A7 sporting its bad-ass XUK-666 kit. If the devil drove an Audi...

As it transpires, there were a few familiar faces that had previously graced these pages including Jörg Ballermann's baby blue Mk1 (yes, VW 2015 Car of the Year), Thomas Müller's two-wheel drive converted Mk4 R32 running a 16v on twin carbs (nope, that's not a typo) from our Show Special issue and Tom Klein Gunnewiek's dreamy Mk1 Scirocco which we already have shot, with a full feature coming your way soon. We even spotted a familiar sight in Mike Borough's Rusty Slammington, which had clearly beaten us back across the Atlantic from when we last saw it at SEMA.

We could bang on about both shows all day but the fact of the matter is they're both worth checking out. In fact, they should both be added to your bucket list. For those in Europe on a limited budget then Essen is probably the more achievable, and for the ballers who like to throw the cash around then head out to SEMA. Neither show will disappoint. It's a shame both are held so closely together. If you're in a position to do the double like us then we'd highly recommend it. For those that didn't attend we hope these few pages encourage you to do so. You won't regret it, that's for sure! ●



...this makes us feel funny down below, too





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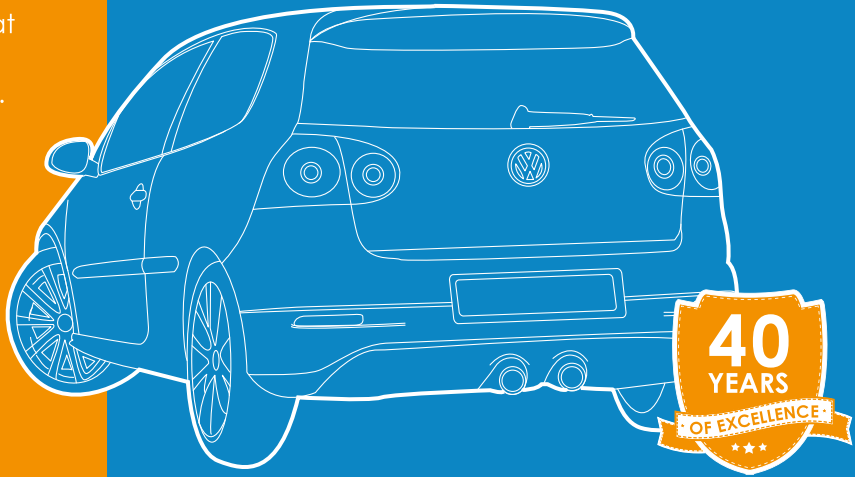
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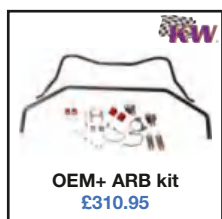
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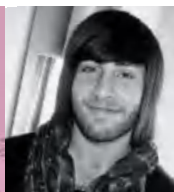
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Elliott Roberts



Dave Kennedy



Mark Riccioni



Marcus Sweeney-Bird



Paul Cowland



Ryan Stewart



Jamie Orr



Rob Waite



Elliott Roberts

PROJECT: FAMILY GUY 07_B4 A4 Avant
Started: Jun 03, 2010

Comments: To sell or not to sell, that is the question. We say sell. No, keep. No, sell...



Elliott Roberts

PROJECT: GREY PRIDE 90_Golf Rallye
Started: Oct 10, 2007

Comments: It's still a long way off but it's now a lot closer than it was. Missing it lots



Dave Kennedy

PROJECT: G.I.T.S 91_Mk2 Golf GTI
Started: Feb 12, 2013

Comments: Turn the page to read about how Dave's accidentally building a nice car



Mark Riccioni

PROJECT: SCENESTER 13_Mk7 Golf R
Started: Oct 13, 2014

Comments: When a man who owns a RX7 and a V10 M5 gives you financial advice...



Marcus Sweeney-Bird

PROJECT: FLOORLESS Type 181 'Thing'
Started: May 10, 2015

Comments: Still worried he's potentially ruined his life with the Thing. It'll be fine...



Paul Cowland

PROJECT: SHAKE N BAKE 90_Mk2 Golf 8v
Started: June 10, 2011

Comments: Looking forward to seeing the rebuilt Mk2 out on track again this year



Ryan Stewart

PROJECT: CHRISTINE 05_Mk5 Golf GTI
Started: Nov 15, 2011

Comments: What's up with the Mk5? Is it back together again? Update soon, probably



Jamie Orr

PROJECT: SUPER JAMIE How many cars?
Started: Jun 10, 2014

Comments: Jamie's building a car to bring over to Wörthersee this summer. As you do



Rob Waite

PROJECT: JOKER 07_Skoda Fabia VRS
Started: May 14, 2015

Comments: Skoda Rob lives up to his nickname by buying another Skoda...



Dave's Mk2 as it arrived at VW Heritage's premises down on the south coast. It might look like a complete car but under the bonnet... you don't want to know! Heritage saved the day though, big time! Dave owes the guys his soul now...

ON THE UP AND UP

The Mk2 has been back only a few weeks and already Dave is making big decisions about its future. It's all getting a bit full on...

Photos: Mark Riccioni and VW Heritage

If you've been keeping up with PWV's various social media streams or even are unfortunate enough to be my friend on Facebook then you will know that after the world's longest VR swap, the Mk2 is back! The 'couple of weekends, max' job I started on the 2 January 2015 finally wrapped up on the 12 December 2015 when I picked the car up from the long suffering Andy Gregory at VW Heritage, who (and I'm sure he won't mind me saying this) made no secret of the fact he was happy to see the back of it.

To cut a very long story short, it's been a rubbish 11 months. What's the old saying; if I didn't have bad luck I wouldn't have any luck at all? Something like that. I'll be getting into everything that the life-savers at VW Heritage did for me and the car in a future issue, (as well all the bits and pieces that went in to the build in the first place), but this month I'm confusingly jumping ahead. I guess the photos give it away really, but despite the car being more deserving of being pushed into the sea than more money being spent on it, I'm treating it to air-ride. Which

is something I said I'd never do, so I guess I should explain myself...

I've had air-ride before, way back in 2006 on my Bora. I'm not trying to blow my own trumpet, but back then you could count the number of VWs on air on your average showfield on two hands. Back then there was really only one place to go for air-ride, the legendary Ray at Rayvern Hydraulics who cut his teeth in the US building Mini Trucks and is still a legend today – as our cover car proves!

With the Bora it wasn't a looks thing though, I needed air on it at the time to get the car down the unmade, quarry-like, road where I used to live. But after the Bora I moved on to more performance-orientated cars in the shape of a big turbo Mk5 GTI and a Porsche Boxster S. I decided these cars were best kept in a garage away from the mud and ruts, and so stuck both on coils. Fast forward to the Mk2 in 2013 and when it came to suspension I stuck with what I knew best and went with coilovers for it, this time some amazing Bilstein B16s coupled with a set of Eibach race-spec springs to get



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The transformation from the engine being in bits (top) to the completed Mk2 at the MoT station and passing on its second attempt (above), meant the sigh of relief from Dave and the Heritage team was heard for miles!



it lower – a pretty awesome combination.

However, during the VR swap earlier in 2015, we got the news that our offices would be moving to a new location and after checking out the new premises it became clear that there was something of an issue. A low static car wasn't going to get in the new office car park thanks to one of those horrible high triangle-shaped speed bumps covering the whole access road in. Not good.

Now I'm not one to be overly precious about my cars but the thought of dragging the Mk2 over that bump every day wasn't overly appealing, especially once I paint it again and get new arch and bumper plastics for it. Nor was it appealing to not use the car either. If I couldn't use the Mk2 daily then I figured it's a bit pointless having it. Cars are meant to be used after all. The solution, obviously, was air-ride. And it doesn't take a genius to know that if you want air-ride then Air Lift is the company to go to. You only need to look around any showfield anywhere in the world for proof. Unlike a lot of other brands out there, Air Lift has been around pretty much forever, since 1949 in fact. It was even involved in NASCAR for 20-odd years back in the early days which is pretty cool if you ask me.

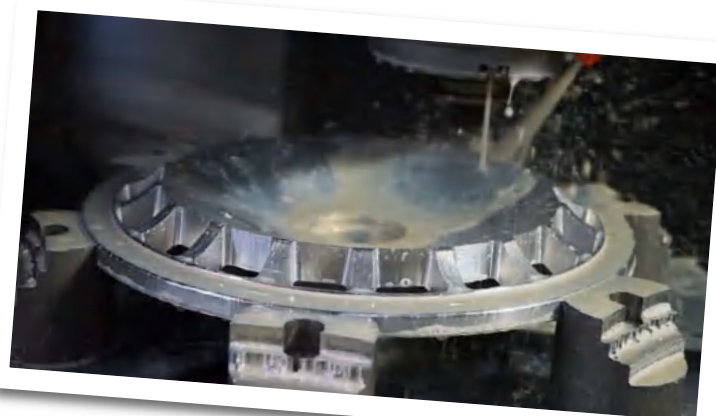
You can't have failed to notice either that Air Lift has just released its new all-singing, all-dancing 3P and 3H management systems which we covered in our in depth tech guide last month. I won't go over all the ins and outs again

but put simply, 3P (pressure sensing) and 3H (height sensing) is the trickiest management setup around. Throw in the fancy iOS app to control the setup, the nice looking new controller unit that can be mounted anywhere in the car and the huge amount of testing and development work put in to each kit and well, it's an easy decision to make.

When it came to determining where to get the kit fitted I did some research and more fingers were pointed in the direction of The Install Company up in Leicester than anywhere else. A few phone calls later and Phil there agreed to squeeze my car in right in the middle of his pre-Ultimate Dubs rush. You only need to see some of the builds that Phil has done to know that he seriously knows his stuff. To say I'm excited

about what he cooks up is an understatement, especially as I've pretty much given him free reign with the boot build design.

So what's next for Project Get In The F**king Sea (renamed from the once optimistic Plucky)? Once the air is on it's off to the good people at The Phirm to sort a few niggles out and then it's off for paint again back at Colour Concept Bodyshop who painted it back in 2013 as the last 12 months of sitting neglected covered in junk haven't been kind to it whatsoever. Oh, and I've got some really special wheels being cooked up over in California too which I'm really excited about. And then? After a little rest and a couple of test drives, I don't know, cryogenically freezing it and never going near it again in case it breaks again? **DK**



Left: New wheels too? Project 'Get in the Sea' is getting fancier by the month it seems. These are being made by the super awesome Pokal Custom Felgen in California!



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Front Kit
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Visit air-lift.co/3h3p
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HANG TIME

Quickly becoming a staple of the USA's show circuit, Euro Hangar continues to grow in popularity. For 2015, contributor Jamie Orr made the drive out to Michigan for the fourth year of the show.

Words and photos: Jamie Orr

Euro Hangar is probably best thought of as a one-and-a-half-day show. While it still sticks to a one-day format for the judged activities, the get together the night before has grown to be a big pre-party and has moved to a bigger location to make room for everyone. It makes for a great chance for the folks who drive from further away to meet up and catch up, and is supported by the local police so it can avoid being shut down too early which is great. While the main show on the Saturday is exclusively for European marques, the GTG welcomes all makes and models which made for an interesting and eclectic bunch. It gave us a chance to check out Veronika Zubeľ's red Mk2 Golf which becomes more OEM+ each time we see it, this time a digital Digifiz display (try saying that three times, fast) had been added. She, and the others from the Coolwater Club, had driven over 15 hours from New Jersey for the show. Also part of that 800-mile cruise was Ardy Kalezić in his APR supercharged Audi RS4 – who knows if he could hear his radio over of the glorious sound of the massive exhaust system on his car.

With the show being located relatively centrally in the USA compared to the majority of other events, owners drive from places such as Kentucky, Chicago, Illinois, and further west including Minnesota. Ryan Proulx was one of the westerners making the drive in his grey Mk4 with matching tweed interior and white CCS wheels (PVW issue 05/15). It proved to be worth it as he took home the 'Best of Show' award at the end of the show.

Overall, the judging is kept quite low key, with the staff choosing their top 25 favourite cars from across the showfields, which are then invited to





park together in front of the aircraft hangar. Inside the main hangar were five parking spaces, which were hotly contested for on the internet before the show. Austin Morris with his BMW 7 Series on air-ride was parked in the middle, flanked by Drew Silar's right-hand drive converted Cabrio Mk3.5, a slammed air-cooled Beetle with a Audi B6 A4 and Mk1 Rabbit rounding out the eclectic bunch finally selected.

Air Lift represented in its home state by bringing out a great selection of cars for its stand; the flared white Mk3 GTI being a real highlight for us. The mobile dyno in the vendor's area was extremely popular based on the line of cars waiting their turns, while other companies such as Watercooled Ind. wheels also brought out a variety of its offerings to display. Other good folk in attendance included LowLifeStyles and EuroTrash Apparel amongst many others.

As part of the Corrado Rush event, a large contingent of Volkswagen's '90s coupé had its own parking area to display what a variety of different styles of modifications can be done to the car – OEM, smoothed, big '00s-looking body kits, engine upgrades and a much more eclectic variety of wheels than is usual to see nowadays. The bright yellow 'twin-charged' Corrado owned by Dylan T took home top place in the category.

As the trophies and announcements were finalised, lots of hugs and handshakes were exchanged before everyone made their drive home. With its location by one the USA's largest lakes, in a welcoming town with good food and good car people, Euro Hangar has definitely found a way to add something worthwhile to the busy show calendar. We're already looking to this year's event in fact... ●



THE SECONDS COMING

Like all things Mk2 Golf? Then the Mk2 Golf Owners' Club Meet is an event that should be in your diary.

Words: David Kennedy Photos: Hayley Timmins Photography

Where will you find the largest gathering of Mk2 Golfs and Jettas in one place? The Mk2 Golf Owners' Club Meet, of course! The event is always a highlight in the club's calendar and last year was no exception with the show being busier than ever before. As always, proceedings started on the Friday with what is best described as a relaxed and laid back gathering of like-minded enthusiasts and friends sharing their passion for all things Mk2 Golf and Jetta, putting up tents, getting BBQs out and polishing their cars in readiness for the main event on Sunday.

Over the last seven years the club has seen its fair share of rare Mk2s, but Sunday's show 'n' shine really stood out as the best yet. With over 50 cars in total, ranging from completely stock factory standard to tastefully modified, a handful of Rallyes and Golf Countryts including a very rare Chrome edition, and a large number of original G60 models too. This year the club focused on the following categories, with trophies for winner and runner up in 'Best GTI', 'Best non-GTI', 'Best Daily', 'Best G60/Rallye' and 'Best Other VAG' categories. Ray Nash's beautiful 1990 16v took home the runners up spot in 'Best GTI' with Mark Heyer's flawless low mileage '88 small bumper Alpine white 8v once again taking home the winner's trophy. This year's 'Best non-GTI' category was probably the most eagerly anticipated and hardest to judge, with so many stunning examples, many of which were Jettas. In the end it was Davis Cross' GTI Engineering Jetta GT 'Special' that took the win. Now fully restored, it boasts the complete GTI Engineering spec including Zender body-styling kit with integral Bosch front halogen spotlights and in lovely two-tone white and grey. Emma Cox was runner up in her Cherry red 1990 1.8 GL automatic with GTI interior.

Cleaning up in both 'Best Daily' and 'Car of the Show' was Phillip Cox's stunning type 19 Jetta 1.8GL, although far from OEM it is very tastefully modified with a Zender splitter, bonnet scoop, staggered BBS RMs, wooden dash trim and an OMP Mugello wooden steering wheel to mention just a few of his modifications. The runner-up trophy went to Steve Kirby's quite uniquely styled TD, which has had an serious transformation since he bought it in 2012. Fresh from GTI International was James Stevens' black Rallye, who won in this category with Bobby Regan's jaw dropping non-sunroof Edition One G60 taking runner up. Finally, Mike Kerry's Corrado VR6 in Pearl Aqua blue paint that took the 'Best Other VAG' winner's trophy.

All-in-all, the show was a great success for the club with many people already planning next year's event before they had even left on the Sunday. Want to get along to the next one? The 2016 event is scheduled for 22-24 July with a new venue: Curborough Sprint Circuit in Staffordshire and there will be a chance to make use of the track which should be a great addition to the show. For more information and to get involved in the club hit up www.vwgolfrmk2.co.uk or search for 'VW Mk2 Golf Owners Club' on Facebook ●



10-12/07/15
MK2 GOLF OWNERS' CLUB MEET
STOKE PRIOR SPORTS AND
COUNTRY CLUB
WORCESTERSHIRE



EVENTS DIARY 2016



FEBRUARY

12-14th
EXPO TUNING TORINO
Lingotto Fiere Torino, Italy
www.expotuningtorino.it

27th
EUROJAM
Orlando Speed World, Florida, USA
www.facebook.com/events/1472288016396729

MARCH

13th
ULTIMATE DUBS
Telford International Centre, Telford
www.ultimate-dubs.co.uk

19th
WATER BY THE BRIDGE
Louisville, Kentucky, USA
www.waterbythebridge.com

25-27th
VWDRC AT FESTIVAL OF POWER
Santa Pod Raceway
Wellingborough
www.vwdrc.com

APRIL

2-3rd
VOLKSWORLD
Sandown Park, Surrey
www.volksworld.com

2-3rd
SPRING EVENT
Merindol, France
www.spring-event.com

2-3rd
DUBSHED
Kings Hall Complex
Belfast, NI
www.gtini.com

10th
**ELSECAR AT THE RACES/
UK RALLYE GOLF SHOW**
Doncaster Racecourse
Exhibition Centre
Email: macvwnut@btinternet.com

10th
THE FAST SHOW
Santa Pod Raceway
Wellingborough
www.thefastshow.com

16th
EURO DISTRICT
Jeffersonville, Indiana, USA
www.theeurodistrict.com

17th
GTI SPRING FESTIVAL
Santa Pod Raceway
Wellingborough
www.vwaction.com

22-24th
BIG BANG
Santa Pod Raceway
Wellingborough
www.big-bang.co.uk

22-24th
VWDRC AT BIG BANG
Santa Pod Raceway
Wellingborough
www.vwdrc.com

24th
EARLY EDITION
Franklin's Gardens, Northampton

29-2nd May
**VWDRC AT SPRING
SPEED NATIONALS**
Shakespeare County Raceway
Stratford-upon-Avon
www.vwdrc.com

MAY

1st
NEW ENGLAND DUSTOFF
Thompson Speedway Motorsports Park
Thompson, Connecticut, USA
www.nedustoff.com

1st
JUST DUBS
Wetherby Racecourse, West Yorkshire
www.justdubsuk.co.uk

1-2nd
BHP PERFORMANCE SHOW
Lydden Hill Circuit, Kent
www.bhpperformanceshow.com

4-7th
WÖRTHERSEE TREFFEN
Wörthersee, Austria
www.woertherseetreffen.at

7th
40S IN A BAG
Samsonville, New York, USA
www.40sinabag.com

13-15th
THE EUROPEAN EXPERIENCE
Savannah, Georgia, USA
www.sowoeuropeanexperience.com

22nd
LETSTANCE
Ulster Folk and Transport Museum
Belfast, Northern Ireland
www.letstance.co.uk

27-29th
MODIFIED NATIONALS
Peterborough Arena
www.modifiednationals.co.uk

28-29th
SOUTHERN GARDASEE
Peschiera del Garda, Italy
www.southern-gardasee.com

29th
DUBLOGIC
Stonham Barns, Suffolk
www.facebook.com/dublogicuk

29th
EUROSUNDAY
Lommel, Belgium
www.eurosunday.be

JUNE

4th
EUROSLAM '16
Aviators Stadium, Loves Park
Illinois
www.euroslam.show

4-5th
UK PASSATS SHOW
Weston Park, Telford
www.ukpassats.co.uk

5th
STONOR PARK
Henley-on-Thames, Oxfordshire
www.abwwc.com

5th
ROLLHARD X CHARITY
Coventry Transport Museum
Coventry
www.rollhard.co.uk

5th
UNPHASED
Longridge, Preston
www.un-phased.co.uk

10-12th
DEVA DUBS 'N' RODS
West Midlands County Showground
Shrewsbury
www.devadubshow.co.uk

10-12th
VW TUNING SHOW
Karlovac, Croatia
www.vwtuningshow.com

11th
PLAYERS CLASSIC
Goodwood Motor Circuit
West Sussex
www.players-show.com

11-12th
VAG FAIR VACATIONLAND
Brunswick, Maine, USA
www.vagfair.com

12th
BHP FUELFEST
Westpoint Arena, Exeter
www.bhpfuelfest.com

18-19th
**CUMBRIAVAG SHOW & SHINE
FESTIVAL 2016**
Westmorland County Showground
Cumbria
www.cumbriavag.co.uk

23-26th
GOODWOOD FESTIVAL OF SPEED
Goodwood Motor Circuit, West Sussex
www.grrc.goodwood.com

24-25th
EURO HANGER
Holland, Michigan, USA
www.eurohanger.net

25-26th
EUROKRACY
Montreal, Quebec, Canada
www.eurokracy.com



25-26th
VWDRRC AT SUMMER NATIONALS
Santa Pod Raceway, Wellingborough
www.vwdrc.com

26th
CULT CLASSIC
Coopersburg, Pennsylvania, USA
www.nothingleavesstock.com

26th
VAG NATION
Lebbeke, Belgium
www.vagnation.be

26th
VAGS AT THE MANOR
Easthampsted Park, Wokingham
www.vagatthemanor.co.uk

JULY

2nd
CASTLEWELLAN
County Down, Northern Ireland
www.gtini.com

3rd
RETRO SHOW
Santa Pod Raceway, Wellingborough
www.retroshow.co.uk

9-10th
FUELED SOCIETY
The Tetley, Leeds
www.fueledsociety.com

9-10th
GTI INTERNATIONAL
Shakespeare County Raceway
Stratford-upon-Avon
www.gtiinternational.co.uk

17th
DUB FICTION
Hurdlow, Derbyshire
www.dubfiction.co.uk

17th
GRAVITY
Stoneleigh NAEC, Coventry
www.slammeduk.co.uk

17-18th
EUROWERKS
Minneapolis, Minnesota
www.eurowerks.org/show

22-24th
MK2 OC AGM
Curborough Sprint Circuit, Staffordshire
www.vwgolfrnk2.co.uk

22-24th
VWDRRC AT BUG JAM
Santa Pod Raceway, Wellingborough
www.vwdrc.com

22-24th
BUG JAM
Santa Pod Raceway, Wellingborough
www.vwdrc.com

31st
FITTED UK
Manchester Event City, Manchester
www.fitteduk.com

AUGUST

6-7th
VAG FAIR
York, Pennsylvania, USA
www.vagfair.com

7th
VWVW TATTON PARK
Tatton Park, Cheshire
www.vwvwnw.co.uk

12-14th
VW FESTIVAL
Harewood House, Leeds
www.vwfestival.co.uk

13th
VOLKSFEET
Embrun Arena, Ontario, Canada
<http://thevolksfest.ca>

13-14th
AUDIS IN THE PARK
Billing Aquadrome, Northants
www.audisinthepark.co.uk

14th
ROLLHARD SHOW
Cressing Temple Barns, Essex
www.rollhard.co.uk

14th
VOLKSTYLE BASE
Weeze Airport, Germany
www.volkstylebase.com

14th
ENDLESS SUMMER VW SHOW
Basingstoke, Hampshire
www.endlesssummervwshow.com

21st
ROLLHARD BELGIAN CHAPTER
Aarschot, Belgium
www.rollhard.co.uk

27-29th
VWDRRC AT OPEN SPORTS NATIONALS
Shakespeare County Raceway
Stratford-upon-Avon
www.vwdrc.com

28th
NORTHERN WÖRTHERSEE
Frankenmuth, Michigan, USA
www.northernworthersee.com

28th
SHOW & GLOW
Sittingbourne, Kent
www.showandglow.co.uk

29th
FRAMESLAYERS SUMMER RUN
Southsea, Essex
www.frameslayers.com

SEPTEMBER

2-3rd
STYLE'D
Airport Biernat, Gadki, Poland
www.stylepoznan.com

2-4th
EDITION 38
Overstone Park, Northants
www.edition38.com

2-4th
VW ACTION
Santa Pod Raceway, Wellingborough
www.vwaction.com

10th
FORGE ACTION DAY
Castle Combe, Wiltshire
www.facebook.com/ForgeMotorsportActionDay

11th
KNOEDOWN
Knoebels Amusement Park
Elysburg, Pennsylvania
www.knoedown.com

11th
LOWCOLLECTIVE
Stonham Barns, Suffolk
www.facebook.com/events/521801931317775

18th
PLAYERS
North Weald, Essex
www.players-show.com

24th
TITANIC DUBS
Titanic Quarter, County Down
Northern Ireland
www.gtini.com

24-25th
VWDRRC AT NATIONAL FINALS
Santa Pod Raceway, Wellingborough
www.vwdrc.com

25th
THE OHSORETRO SHOW
Margate, Kent
www.ohsoretro.co.uk

OCTOBER

8-9th
NOLA SPEED AND STYLE
NOLA Motorsports Park
New Orleans, USA
www.nola-speedandstyle.com

9th
GTI FESTIVAL
Santa Pod Raceway
Wellingborough
www.vwaction.com

15th
BLACK FOREST IND. OKTOBERFEST
Cary, North Carolina, USA
www.blackforestindustries.com

23rd
VAG TUNER EXPO
Donington Exhibition Centre
Donington
www.vagtuner.co.uk

23rd
NEW ENGLAND WRAP UP
Eastons Beach, Newport
Rhode Island, USA
www.nedustoff.com

“THE ORIGINAL AUDI QUATTRO WAS A GAME CHANGER. IT SAVED AUDI FROM EXTINCTION”



These views are not necessarily shared by the magazine

RICK DI CORPO

Founder of AirSociety and the Eurokracy Montreal event that's getting bigger and bigger by the year. Doesn't half look dapper in a suit too.

Favourite issue of PVW?

My favourite issue of PVW is the one with Remi Laflamme's turquoise MK1 on the cover (issue 04/14) as this was the first time we saw a Quebec-built car on the front with Eurokracy coverage on the inside. The meat of that issue was purely Canadian.

Favourite PVW feature car?

My favourite feature car is Rémi from UNIX Performance's aqua Mk1 Rabbit. It's got all the unique parts on it that make for a truly quality build overall. Plus it was unveiled at Eurokracy 2014 so it holds a special place in my heart.

Worst modded VW you've ever seen?

I don't like to believe that there is a badly modded VW because modding a car is personal taste and choices. That being said, there are plenty of cars that have been modded that don't hold up to the test of time. One of the best examples of this is the original Mk3 Jetta from the movie *The Fast and the Furious*.

Favourite car you've been involved with?

I've been lucky enough to have been involved with tons of cars over the course of my life. Some of my favourite cars have been coming out of F&F Fabrication recently such as the VW

Beetle swimming pool and its twin Beetle project.

What is your view on the state of the current VW scene?

I've always liked the VW scene for the simple fact that it's open and friendly.

How long have you been involved in the scene?

My first involvement with the VW scene was in 2007 when started up the Orangeball Rally which brought about 100 cars or so from Montreal, Canada to Englishtown, NJ to visit Waterfest. Since then, I've gotten more involved with both the local and international scene by helping found Eurokracy Montreal in 2010, and Afterfest in New Jersey, USA in 2011. This has allowed me to expand my passion for VW to future generations.

If you didn't drive a VAG what would it be?

If I could drive one car outside of the VAG world, it would have to be a Pagani Zonda as it's just an obscene car that screams for attention. It's totally loud and alien-looking and would definitely be a bucket list car for me.

Favourite VAG model of all time?

The original Audi Quattro is a favourite for me as it was a complete game-changer on so many

levels. It arguably saved the Audi brand from extinction and reinvigorated all the cars that were to come after it.

What trends do you think will emerge in the scene over the next few years?

I'm excited to see what happens when the current generation of car buyers slowly shifts towards not personally owned, self-driving, electric vehicles. I think there will always be a niche for purchasing and modding a car, but I'm curious as to how that niche evolves as consumers as a whole move towards Uber-style car rental services to get around from point A to point B. With this in mind, I expect the next few years will see a greater demand for historic cars from an era when owning a car also meant taking control of your own destiny.

Favourite show/meet?

I'd be a liar if I didn't say Eurokracy Montreal, however my heart also belongs to Waterfest and Afterfest in New Jersey, USA as that is the first event that attracted me to the whole culture of Volkswagen and Audi.

Favourite alcoholic tipples?

Hendricks on the rocks with cucumber slices and crushed mint leaves.

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RELOADED



Welcome to *PVW Reloaded*. You see, judging by the 90sVWShowScene group on Facebook, which is getting bigger and bigger by the month, it's clear that there are a lot of people out there who are still in love with the early days

of the water-cooled VW scene. You see, *PVW*'s been going now since all the way back in October 1996. And while we know there are a good amount of people out there who've picked up the mag since day one, there are plenty out

there who won't be too familiar with our early days. Which is what *Reloaded* is all about. Every month we'll be taking a standout car from back in the day and revisiting it to see what made it so special.



In this big, weird Veedub enthusiast family that we're all a part of there are a few stereotypes kicking around based on what country you're from. Now, we're not going to attempt to get too deep in the psychology of it all, or where they originated from because we're not clever enough. But we do know that some of the them... well... they're just true.

One such stereotype is that the Dutch like to hold on to their cars for a long time. Go to any show in Holland, or pay attention to the Dutch contingent that makes it over for UK events and you'll notice that the guys don't tend to swap their cars out for something newer or different every other season like us Brits like to. This mentality of holding on to a car means that rather than trying to achieve maximum impact straight away they can develop the car over time, trying new things and following new trends along the way.

A car that sums this way of doing things up perfectly is Emiel Kooistra's Mk3 Golf. Emiel

should need no introduction to any long-time readers of the mag. Not only has his Golf been featured three times but he's been an instrumental part of a lot of high-profile Dutch cars, as well as one of the original MIVW crew members who run one of Europe's best shows.

The car was originally featured in *PVW* 09/00 after Emiel had transformed a rolled and written off US-spec VR in to a Nagaro blue, RH Cup-shod and Rockford Fostgate filled beauty. So far, so good. But we weren't expecting the car's second look in 2002. Make no mistake, this car rewrote the Mk3 rule book! Nimbus grey paint, RH Cups in split form, a smoothed bay and a detailed VR with lots of shiny bits were new additions but they weren't the headline grabbers. Emiel, thanks to the kind of connection that only the Dutch seem to manage, had sourced a Audi TT dashboard and centre console and made it fit inside the Mk3's A-pillars in a way that looked like it'd rolled out of Wolfsburg with it installed. Emiel

also grafted on a TT's fuel filler cap and kept it functional too.

Both mods would go on to be popular in the first half of the noughties with Emiel himself carrying out more TT dashboard conversions than he probably cares to remember. He even put one in our own Elliott's Project GreyLord Rallye! The dash swap craze might be over now but back then you couldn't move for TT dashes on showfields all over Europe, and this car had a lot to do with that. And to think, Emiel's first plan for the car's makeover was to graft a Vento boot on to make a two-door Vento... ●



+ POINTS

Where do we start? The TT dash, the body mods, the paint, the list goes on and on!

- POINTS

Erm, we don't have much. It's quite hard to spell Emiel's name in features we guess...

WHERE ARE THEY NOW?

For once this is an easy one – we featured it again in *PVW* 11/15! And of course, Emiel wasn't sitting on his hands in the interim period. The car is still Nimbus grey but now has a Vento front alongside a reworked rear end to allow its BBS E28 wheels to fit. The

VR has been replaced by an R32 engine in an even cleaner bay and inside there are RS4 seats with a stripped and caged rear. The list really does go on and on. And knowing Emiel like we do, we're sure he's not done yet...

REWIND

WE MAY NOT HAVE ALWAYS BEEN SO FINELY POLISHED, BUT WE'VE ALWAYS BEEN AT THE FOREFRONT OF THE MODDED DUB SCENE. AH THE GOOD OL' DAYS...



1 YEAR AGO

MARCH 2015

Jay McToldridge's Mk1 took our cover for the third time 12 months ago, and he told us he's finally happy with his build. We'll see! Inside the mag we checked out Tom Mayr's Mk1 Jetta 16vT, got up close and personal with Steve Wooton's Mk6 R, Andreas Puster's B5 RS4 and Jens Große-Veldmann's Mk2 VRT. Finally, we finished things off with Joe Tavella's cool Mk1 Caddy.



5 YEARS AGO

MARCH 2011

Strong issue this. Greg Howell's stunning Mk1 TDI took the top spot on cover alongside Rudi Schreiner's awesome Mk4 R32T. With that sorted we then bagged a pair of cool UK Mk1 Sciroccos, checked out a pair of seriously hardcore French drag cars and got the low-down on Project 4Play's body mods. Show reports from H20i, VW Fanatics and a diesel tuning guide finished us off.



10 YEARS AGO

MARCH 2006

A decade ago we put Danny Whiteley's two-tone retro Mk1 on cover, and it sure doesn't seem like it was ten years ago! Inside the mag we kicked things off with a pair of awesome US Mk4s, checked out HPA's big power Mk5 Jetta R32T and met up with Steven Raeymaekers and his cool Mk2 G60. Later, we hung out with the Club.Broke.Status guys and gals in New England.



15 YEARS AGO

FEBRUARY 2001

Back in 2001 we got all excited about a modded four-door Mk4 Golf TDI going on the cover... times were simpler back then alright. Once we had calmed down we checked out Arron Greenhalgh's Mk2, Mike Stanley's 'charged Mk3 VR and Anna Orange's Mk1 which was not orange but, er, pink. Finally, we bagged Abim James' Mk1 Cab and Brett Wallace's very green Mk3 VR in Florida. Lovely stuff.



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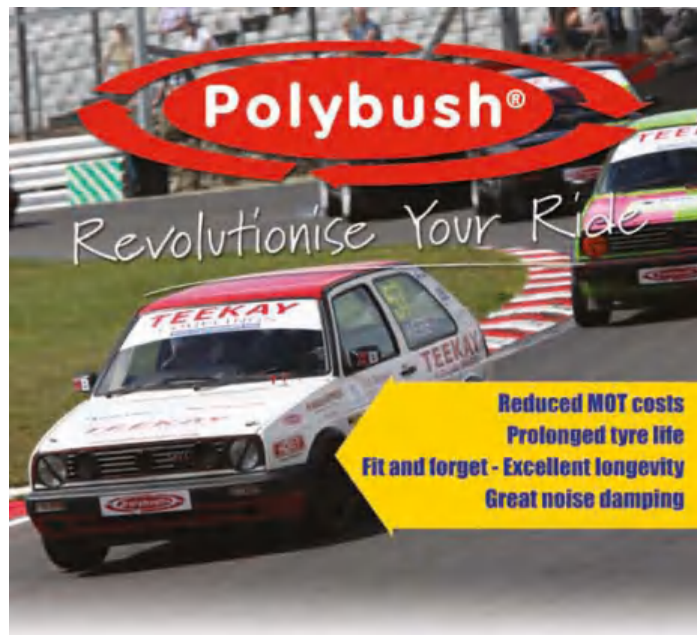
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